



## NORTHWEST TEMPE DESIGN GUIDELINES

Development Services Department   Community Design + Development Division   Neighborhood Planning Section

# I. INTRODUCTION



*"No community  
can achieve its full potential without a  
clear vision shared and supported  
by its citizens."*

*-Vernon Swaback  
Architect*

## Purpose and Intent

The Northwest Tempe Design Guidelines is a document that sets forth strategies and criteria to implement the Specific Area Plan. It identifies opportunities for developing and maintaining a sustainable neighborhood, one that uses its land and resources in an efficient manner and supports the cost-effective delivery of urban services. The area is faced with design challenges that are unique to infill development in established neighborhoods. These guidelines have been prepared to accomplish the goals of the Specific Area Plan, ensuring that new development will be consistent in character and scale with established housing and commercial developments.

The specific objectives of these guidelines as related to infill and development are to:

- Provide clear development criteria that promote compatibility between new and existing development and to provide opportunities for flexibility in standards where creative solutions are proposed that serve the community;
- Allow flexibility in housing location, type and density, within the densities allowed by the General Plan;
- Provide flexibility in lot size, configuration and vehicle access to facilitate compact, efficient infill development;
- Encourage development of needed housing in close proximity to employment and services;
- Promote neighborhood preservation and enhancement through redevelopment of blighted and distressed properties;
- Provide standards of "historic appropriateness" for redevelopment and alteration of historic buildings;
- Encourage development and preservation of affordable housing through infill development; and
- Encourage mixed-use development that provides needed local services and housing on a neighborhood scale with an efficient use of the land.

The Specific Area Plan and Design Guidelines will not reduce property rights. On the contrary, they should add flexibility and improve certainty related to some existing standards.

## Applicability and General Provisions

The Northwest Tempe Specific Area Plan and Design Guidelines apply to all properties located within the area identified on the map below. The area will be noted on the General Plan, and on the City's official zoning map.

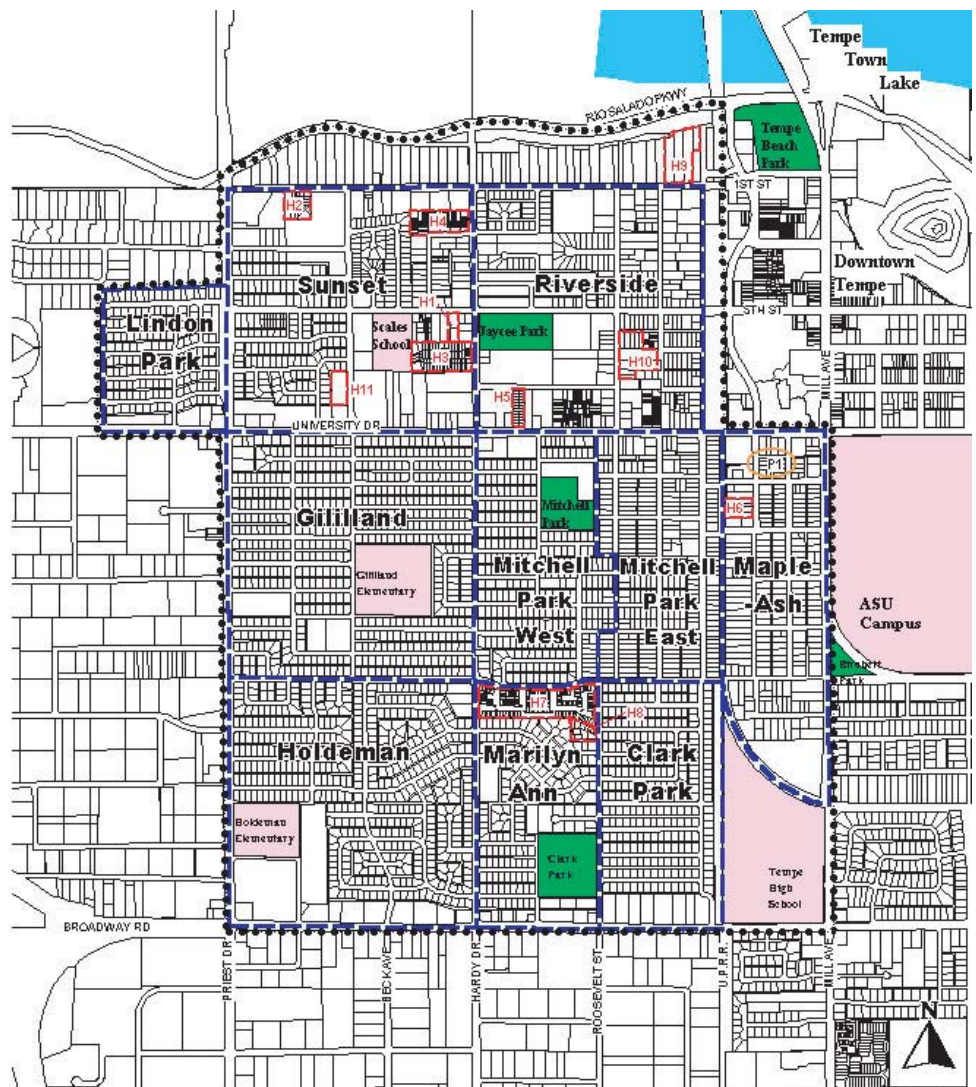
All land uses and development, including buildings, drives, parking areas, landscaping, streets, alleys, greenways, tree protection, and pedestrian/bicycle ways, should be located and developed in accordance with the provisions of:

- Historic Preservation Ordinance and Plan
- Northwest Tempe Specific Area Plan and Design Guidelines
- City of Tempe General Plan
- City of Tempe Regulatory Document Rewrite / Zoning Ordinance
- Comprehensive Multi-Modal Transportation Plan
- Uniform Building Code and Amendments

**Northwest Tempe  
Planning Area**

*dotted line =  
Planning Area boundary*

*dashed line =  
Individual neighborhood boundaries*





## II. PERMITTED LAND USES AND BUILDING TYPES



*"The physical features  
of our built environment  
profoundly affect whether people have  
the time and opportunity  
to get to know and therefore  
trust one another."*

*- Richard Moe  
President, National Trust for  
Historic Preservation*

### Residential Zones

#### Issue

The Northwest Area should continue to include a mix of housing types and small-scale neighborhood commercial uses.

#### Strategy

Encourage a broader range of land uses and building types that are consistent with projected housing densities, as set forth in the Northwest Tempe Specific Area Plan and Design Guidelines, and develop appropriate guidelines for location, building intensity and design. Create overlay zones within the Northwest Area that allow flexible uses when compatible with adjacent uses.

#### Guideline

**Establish an Accessory Dwelling Overlay Zoning District that allows for secondary housing units located above a garage, as a detached cottage, or attached to the primary residence.**

#### Guideline

**Establish a Work-Live Overlay Zoning District. Allow development of "flex-space" units that can accommodate living and working within the space at the owner's discretion, or that can be used entirely for work or solely as a residence. This zoning district may require special provisions to allow for a mix of uses within a space.**

#### Guideline

**Allow a mezzanine or second floor that is flexible in area and height within the building shell.**

#### Guideline

**Allow Residential Planned Area Developments. Every PAD must follow the procedures contained in the Land Use and Development Ordinance.**



*"Planning is the application of  
forethought  
to action."*

*- Stuart Meck, AICP  
Former President of the  
American Planning Association*

## Mixed-Use, Commercial, and Industrial Zones

### Issue

Permitted land uses are typically either too specific (allowing a coffee shop, but unintentionally excluding a juice bar) or too general, requiring interpretations by city officials. The Land Use & Development Ordinance [Regulatory Document Rewrite] will update and consolidate the uses currently identified in the zoning code.

### Strategy

Identify districts and uses that are appropriate to the character, activities, and needs of businesses and residents of the Northwest Area.

### Guideline

**Mixed-use zoning districts should include two or more uses, one of which should be residential. They should provide retailing and services that accommodate the daily needs of Tempe residents. The districts should also encourage unique design and planning solutions for mixed-use development, integrating housing units with offices and employment centers in a pedestrian-friendly manner.**

### Guideline

**Small mixed-use zoning districts (MU-1) should be located adjacent to the residential districts they are intended to serve. They should typically be compact developments on parcels smaller than 5 acres, and may front on a collector or arterial street.**

### Guideline

**Medium mixed-use zoning districts (MU-2) should be limited to arterial streets, and may offer retail and services that are attractive to residents beyond the Northwest Area.**

### Guideline

**All mixed-use districts should include pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc). These locations may include transit stops and may fall under the more restrictive guidelines of a Pedestrian Overlay Zoning District or a Transit Overlay Zoning District.**

### Guideline

**Use criteria should clearly state permitted and non-permitted uses. The criteria should address the scale and impact of infill and redevelopment (see appendix).**

## III. SITE DEVELOPMENT

### Lot Coverage

#### Issue

Conventional zoning regulates lot coverage and lot area to control the bulk and mass of developments. The existing standards are set too low on some parcels for attached housing (townhomes, duplexes, etc.) and multi-family developments in the Northwest Area. Some small residential and commercial lots (under one acre) may not be developable under the requirements of the Northwest Specific Area Plan and these Design Guidelines.

#### Strategy

Provide flexible lot coverage standards based on building type and lot size. Exempt architectural features that contribute to streetscape character (from the lot coverage calculations).

#### Guideline

**Lot Coverage should be redefined to include all areas of a lot or parcel covered by buildings (as defined by foundation perimeters) and other structures with surfaces greater than 36 inches above the finished and natural grade. Exemptions should be granted for covered front porches, covered (non-enclosed) bicycle parking, pergolas, porticos, balconies, overhangs and similar architectural features placed on the street facing elevation of a building.**

#### Guideline

**Properties in the Northwest Area should have a maximum lot coverage as described in *Maximum Lot Coverage in the Northwest Area* Appendix.**

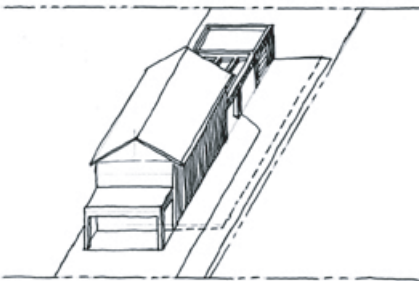
#### Guideline

**Incentives should be offered for infill projects that incorporate compact building forms, shared parking (to the greatest extent practicable), and/or underground or structured parking in place of surface parking. Site plans that are well integrated with adjacent land uses are also desirable. "Integrated" in this case means that uses are within a comfortable walking distance (1/8 mile) and are connected to each other with direct, convenient and attractive sidewalks or pathways.**

# Building Setbacks

## Issue

Building setbacks provide space for private yards and building separation for fire protection, security, building maintenance, sunlight and air circulation. Setbacks can also promote human-scale design and traffic calming by downplaying the visual presence of garages along the street. Buildings placed close to the street, when designed with porches and front windows, can promote a sense of enclosure, defensible space, and connection to the neighborhood.



*Infill house with front porch and narrow drive. Garage or accessory dwelling is placed behind primary residence.*

## Strategy

Create guidelines that support compatible relationships between new and old buildings, paying special attention to the attributes that make the neighborhood desirable (e.g., garages setback behind building entrances, detached garages behind the building, etc.).

## Guideline

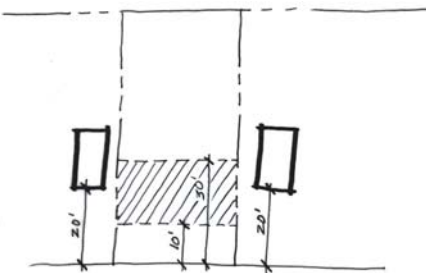
### Setbacks for Buildings in Established Residential Areas:

**When building within any residential area in the Northwest Tempe Specific Area, the following setback standards should apply:**

#### Front Yard Setbacks:

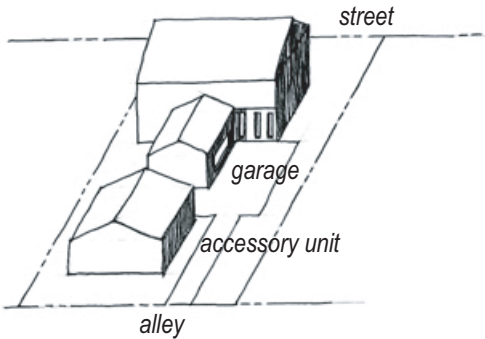
a. When an existing single family residence is located within 20 feet of the subject site and fronts the same street as the proposed building, a front yard setback similar to that of the nearest single family residence shall be used. "Similar" means the setback would be within 10 feet of the setback provided by the nearest single family residence. (Example: if the existing single family residence has a front yard setback of 20 feet, then the new building shall have a front yard setback between 10 and 30 feet. If there are two adjacent single family residences fronting onto the same street, then an average measurement shall be taken using the two adjacent residences.

b. When the residential component of a mixed-use project is opposite or adjacent to existing single family residential structures, the front setback shall be no less than 5 feet, and should require building articulation to reduce the mass and reflect the character of the single family residential in close proximity.



*Similar setbacks in residential neighborhoods.*

## Building Setbacks [cont.]



c. Garages and carports should be accessed from alleys, or otherwise recessed behind the front building elevation by a minimum of 6 feet. The garage or carport structure should be secondary to the residential portion of the building.

d. The building should be oriented to the adjacent street (both streets, if located on a corner parcel), following criteria in these guidelines.

### Side Yard Setbacks

e. Side yard setbacks for multifamily structures (R-2 - R-4) should be a minimum of 7 feet. Lots with common walls should have no setback on the common wall side only, subject to conformance with building code requirements for structures within three feet of a property line.

f. Side yard setbacks for single family structures (R1-4 - R1-15) may vary from 0 - 15 feet. See Land Use and Development Ordinance.

### Rear Yard Setbacks

g. The minimum rear yard setback should be 15 feet.



# Building Heights

## Issue

Existing building height limits may prevent the infill of desirable building types. Guidelines should allow for a variety of building types, provide incentives for creative design, and ensure compatibility between existing buildings and new, taller structures.

## Strategy

Establish building height guidelines that allow for architectural elements and provide a transition to properties with existing zoning for residential buildings.

## Guideline

### Building Height Transition:

- Taller buildings should step down to provide a height transition to existing adjacent residential buildings. New and vertically expanded buildings that are across the street from an existing residential zoning district should step down to a height that matches that district.

## Guideline

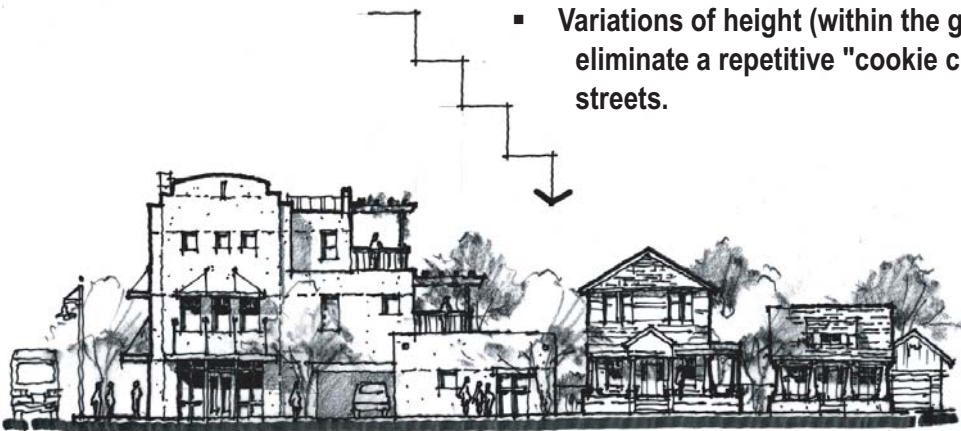
### Mixed-Use - Commercial/Office/Residential Transition:

- Buildings should abut the street and form a consistent "street wall"
- Building heights should effectively define the street and visually narrow it. The wider the street, the taller the buildings should be to define the street.

## Guideline

### Residential Height Recommendations:

- Maximum height for residential structures in zoning districts R1-4 to R1-15 should allow 2 stories.
- Variations of height (within the guidelines) should be encouraged to eliminate a repetitive "cookie cutter" appearance on residential streets.



*Building height should step down to provide a transition to existing residential buildings.*

## Building Heights [cont.]

### Guideline

**Rio Salado Transition:** The area from 1st Street to Rio Salado Parkway benefits from the recreational amenity of the Town Lake and the development projects that are currently underway. Additionally, this portion of the Northwest Area has good access to major streets, the freeway, and the airport. The tallest buildings within this transition zone should be placed along the Parkway, which is lower in elevation than the adjacent neighborhood. New development on these sites should provide primary auto access from Rio Salado Parkway.



*Rio Salado Transition Area:  
Place tall buildings lakeside and  
stepdown height along 1st Street to  
buffer existing residential areas.*

- The maximum height for mixed-use development along Rio Salado Parkway should allow for 4 stories. Height may be increased by 25% for developments that provide view corridors (from existing residential areas to the lake), integrated parking structures, underground parking, pedestrian linkages through the project, or other public neighborhood amenities.
- The maximum height of mixed-use structures fronting on 1st Street should allow for 3 stories. Box-like structures are inappropriate. Variation in roof form, height and street elevation should be encouraged in the design review process. New structures should develop the primary building elevation along First Street at the front property line and respond to the evolving context of the neighborhood. Parking should be placed within the development, or behind the main structure.
- New development in this area should meet the criteria for the Rio Salado Overlay District.

## Building Heights [cont.]

### Guideline

**City Core:** The intersection of University and Mill is an important interface with the Downtown Area. The tallest buildings should be placed at this corner, extending from Mill to the open space at the railroad easement along University, and from University to 11th Street along Mill. A portion of any structure occupying the full depth of a city block should step down to a height of two stories when adjacent or across the street from a residential zoning district.

- The maximum height for mixed-use development at the dense, urban corner of University and Mill (currently zoned CCD or CMU) should allow for 5 stories where the site borders the intersection. This would emphasize the importance of this significant location within the City.
- The maximum height for mixed-use (MU-1 and MU-2) in this area should allow for 3 stories.
- Height may be increased by an additional story for mixed-use zoned MU-2, with use permit approval, when the massing of the building steps down to the appropriate scale when adjacent to residential properties.
- Buildings on Mill Avenue, from 10th Street to 11th Street, should be limited to 3 stories.
- Buildings on Mill Avenue, from 11th Street to 13th Street, should be 2 stories.

*The tallest buildings should be placed on arterial streets. Height steps down to 2-story where buildings interface with residential districts.*



## Street Frontage, Access and Circulation

### Issue

Many parcels in the Northwest Area are narrow, deep or irregular in shape. Existing development standards require that structures front onto a public street. The rear portion of these properties may be appropriate for infill housing development.

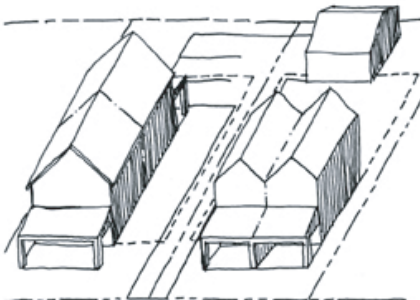
### Strategy

Adopt code provisions enabling residential infill with alley or lane access. Complete alleys where possible, require new mixed-use projects to provide mid-block auto access, and encourage pedestrian and bike accessways in new large-scale developments. Support shared access drives, to eliminate unnecessary curb cuts and to reduce heat reflection resulting from paved surface areas.

### Guideline

#### Mid-block Lanes

**When access from a public arterial street is unsafe or undesirable, lots or structures may be accessed from mid-block lanes.**



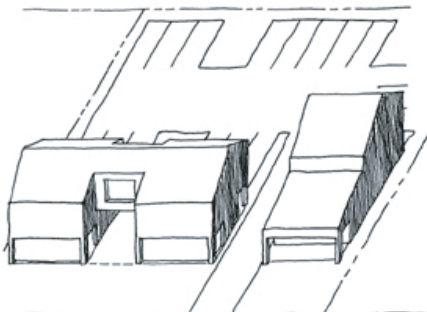
*Shared drive for small multi-family development.*

- Reciprocal access and maintenance easement should be recorded for all lots served by a mid-block lane.
- Lane surface. Use materials that discourage vehicle speed and cut-through traffic, such as stabilized decomposed granite. Reduce dust with stabilized surfacing and reduce heat absorption/radiation with products that are light in color
- Sidewalk interface. Seal lane material within 10 feet of a sidewalk intersection, to prevent escape of gravel, rock or decomposed granite.

### Guideline

#### Shared Driveways

**Allow residents or patrons to share driveway access, when possible.**



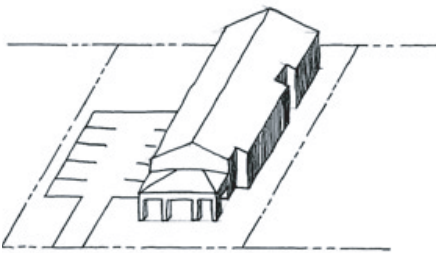
*Separate parking in rear with common drive for small scale retail.*

- Reciprocal access and maintenance easement should be recorded for all lots served by a mid-block lane.
- No fence, structure or other obstacle should be placed within the drive area.
- Driveway and lane width. The minimum width of all shared drives and lanes should be 12 feet; the maximum width is 20 feet, except as required by the Uniform Fire Code.
- Maximum drive lane length. The maximum drive lane length is subject to the requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared side drive, and 400 feet for a shared rear lane.

## Street Frontage, Access and Circulation [cont.]

c. Drive lane ownership and maintenance. A 20-foot easement should be provided (10 feet from each property sharing a drive) for vehicle access similar to an alley and should conform to the Uniform Fire Code.

d. Relationship of driveway to street. Building placement and alignment of shared drives should be designed to coordinate with existing or proposed streets and traffic management. Transportation Department must review and approve prior to issuance of building permit or plat recordation.



*Small-scale commercial or mixed-use infill with parking at side.*

### **Guideline**

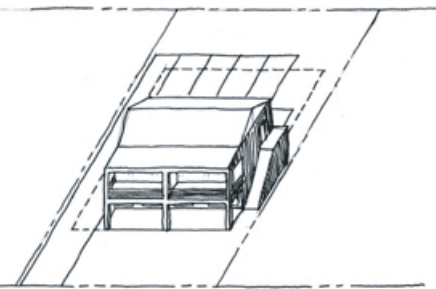
**A building should have at least one entrance that does not require passage through a parking lot or garage to gain access.**

### **Guideline**

**Parking and vehicle drives should be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance, or in the case of a drop-off zone.**

### **Guideline**

**Surface parking should be oriented behind or to the side of a building when possible, and should not be located on street corners in the CMU, MU-1 or MU-2 Districts. Parking should be accessed from an alley or mid-block entry when possible.**



*Small commercial infill with parking at rear.*

### **Guideline**

**Developments should place entries and driveways so that adjacent residential streets are not impacted by excessive traffic or cut-through traffic.**

### **Guideline**

**Provide easy access and circulation in conformance with ADA requirements and the Comprehensive Transportation Plan.**



## On-Site Circulation

**One of the biggest concerns for pedestrians in site design is conflict with motor vehicles. The following design strategies can minimize conflicts and help clarify circulation.**

- Clearly define pedestrian access ways. Striping, delineation of walking zones with curbs and landscape treatments, centralized walkway medians and islands, and textured paving are all good examples of defined walking spaces within parking areas and adjacent to vehicular circulation.
- Provide direct access to the building entrance from the street and sidewalk where pedestrians, bicyclists, and transit riders are traveling.
- Locate transit stops adjacent to or on the site, and provide direct access to a variety of origins and destinations on the site.
- Provide well delineated and marked drop-off and pickup zones for pedestrians that are separated from the flow of vehicle traffic.
- Avoid conflict between pedestrians and motor vehicles by minimizing pedestrian crossings in vehicle circulation zones and motor vehicle circulation aisles so that crossing pedestrian travel is minimized.
- Consider the use of raised crossings, speed humps, and speed tables to discourage high traffic speeds in parking lots where pedestrian volumes are high.
- Design parking lots so they can be shared by more than one building on the site or by buildings on neighboring sites.
- Locate parking areas behind buildings or underneath buildings, rather than between the building and the street, where possible.
- Provide one-way traffic flow through parking lots, where appropriate, to minimize pedestrian confusion and conflicts with automobiles.
- Fully illuminate pedestrian walking areas through parking lots.
- Provide good drainage to avoid puddles and concentrated runoff areas across pedestrian walking routes.
- Provide separate access to parking garages and structures for pedestrians.
- Avoid locating pedestrian walking areas near truck and freight delivery zones. Trucks backing up without being able to see pedestrians is a common cause of collisions.

# Residential Density Standards

## Issue

Residential districts are designed to provide for habitable neighborhoods ranging in densities from very low to moderately high. The differences in these densities and regulations are intended to insure the varying lifestyles of the City's residents. Existing conventional density standards, such as minimum/maximum lot size and units per gross acre are often unworkable because of the physical constraints of parcel shape. Flexibility in building design and housing types is necessary to make infill and redevelopment projects economically feasible.

## Strategy

Allow density transfers and density bonuses to encourage creative design and neighborhood-friendly development.

## Guideline

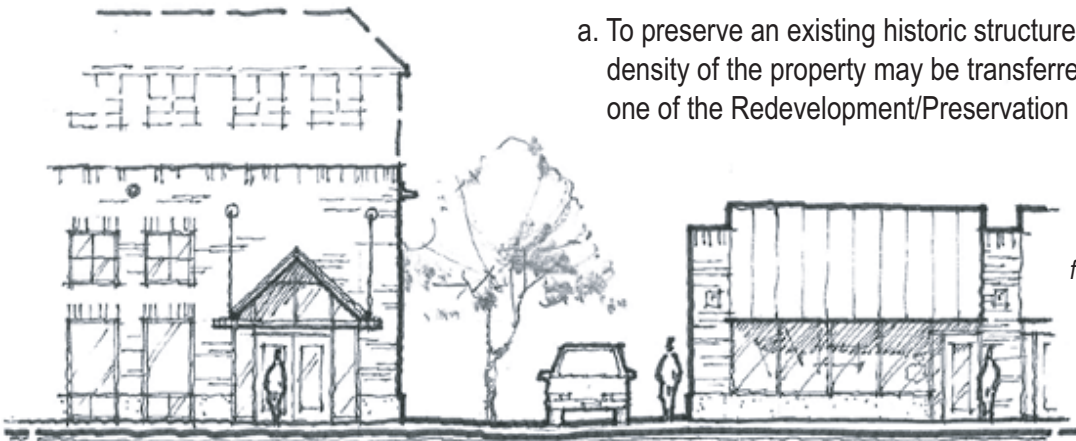
**Density Bonus.** A density bonus may be granted for the provision of a substantial public space with the following public benefits:

- a. Dedication of public park, greenway, plaza or similar public space within the Northwest Area.
- b. Provision of affordable housing.
- c. Provision of public services (community center, library branch, childcare/adultcare center, etc.)
- d. Provision of a grocery store.

## Guideline

**Density Transfer.** A density transfer is an equal transfer of allowable dwelling units from one portion of the site to another, or from one parcel to another parcel when both lie within the Northwest Area. A density transfer may be considered under the following circumstances:

- a. To preserve an existing historic structure in place, the underlying density of the property may be transferred to another property within one of the Redevelopment/Preservation Study Areas.

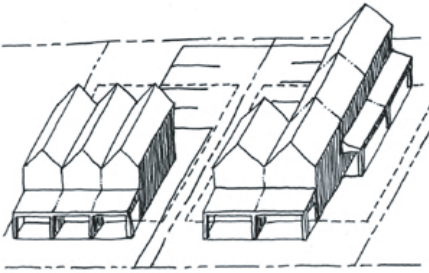


*A density bonus may be appropriate for developments that provide benefits to the community.*

## Residential Building Size

### Issue

A primary concern about infill housing is that it tends to be out of scale with established residences. For example, a substandard house is razed and a developer builds a new house on the lot. While the lot is similar in size and shape to neighboring properties, the new house is likely to dwarf existing houses on the street. Patterned after current popular suburban designs, the new houses typically have large garages, prominently located at the front of the site. Yard space tends to be reduced in the front, and the private backyard becomes the focus of activity. Often the windows on the street relate to garage or storage space, rather than active living space, and placement of windows may not consider the privacy of adjoining residences.



*Multi-Family Infill:  
shared drive with parking at rear;  
front porches oriented to street*

### Strategy

The bulk and mass of a structure is critical to its fit in the neighborhood. Control the scale and massing of infill housing to make it compatible with established residences by using a graduated scale, or floor area ratio, that relates building size to lot size.

### Guideline

**Floor area calculations should exclude the following:** all unenclosed horizontal surfaces such as balconies, decks or porches; the first 400 square feet of garage space; the first 400 square feet of any accessory dwelling; and any areas below or predominately below both the natural and finished grade which in the opinion of the Planning Director does not add to the visual mass of the building.

## Commercial Floor Area

### CHECKLIST FOR SUCCESSFUL MIXED-USE SITE DEVELOPMENT

- Are the uses complementary?
- Are the uses located within convenient walking distance of each other?
- Are the uses linked by sidewalks or paved paths?
- Are the walking routes short and direct?
- Do the buildings fit with and complement each other?
- Do the uses create activity at different times of the day?
- Is parking kept out of the pedestrian's path of travel?
- Do the uses support one another economically?

Source: *A Guide to Land Use and Public Transportation, Volume II: Applying the Concepts*, The Snohomish County Transportation Authority

### Issue

The Specific Area Plan calls for the intensification of commercial activity along University Drive and Mill Avenue, within the designated Redevelopment / Preservation Study Areas. Much of this land was originally developed with single-story and two-story buildings. Surface parking lots and retention areas impede pedestrian access and reduce the buildable area on the site. Some sites remain vacant because they cannot accommodate requirements for retention and parking.

### Strategy

Use a combination of commercial and residential development to intensify the areas designated on the Projected Land Use map. Floor area standards should be set high enough to achieve infill and redevelopment objectives.

### Guideline

**The development scale of the neighborhood commercial area and the building height standards of applicable zone or overlay districts should support an intensification of use (see appendix).**

### Guideline

**Where a building is constructed with a floor area ratio of less than 1.0, a phased development plan should provide for future expansion on the site.**

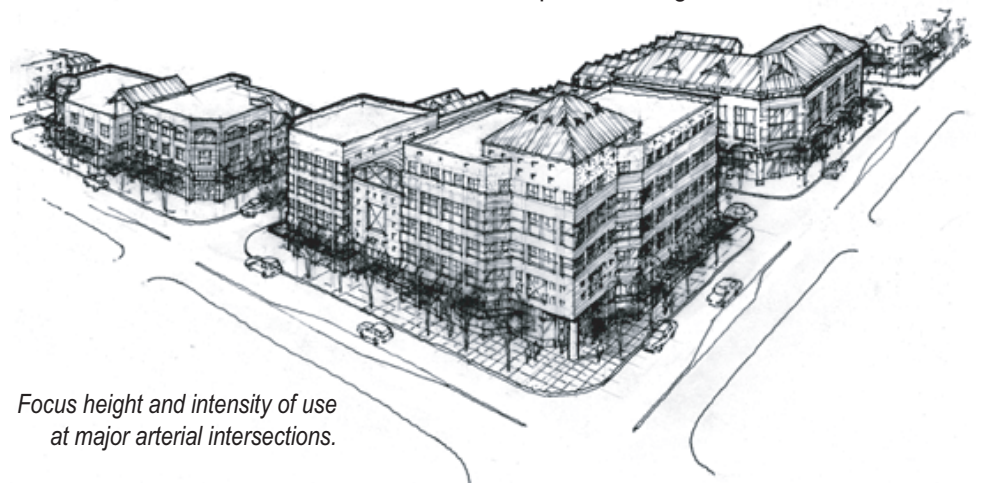
### Guideline

**The initial phase of the development should be placed at the street edge of the property.**

### Guideline

**Bonus Commercial Floor Area: The allowable floor area may be increased by 25 percent when a project provides:**

- a. local commercial services (grocery, drug store, etc.);
- b. structured parking;
- c. two or more affordable owner-occupied housing units.



*Focus height and intensity of use at major arterial intersections.*

## IV. Building and Site Design Elements

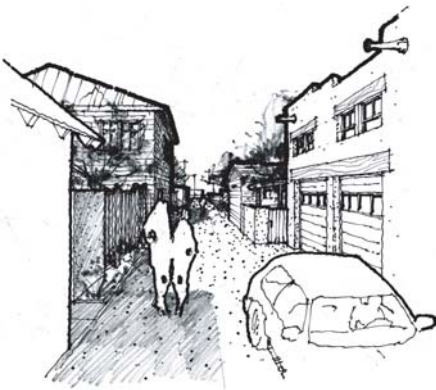
### Issue

Some of the city's design standards are overly prescriptive. Since we cannot anticipate all of the design challenges that may develop, there is a need for more flexible standards for small infill projects. This is one reason why so many variances are requested for small developments and building additions in neighborhoods that are close to being built-out. At the same time, residents who have been disappointed by the design of new projects in their neighborhood are demanding a higher standard for design. These conflicting interests (flexibility versus certainty) pose significant challenges to the developers, architects, planners, engineers and local government officials who are responsible for designing and reviewing infill and redevelopment projects in our city.

### Strategy

Provide infill design guidelines that afford greater certainty to developers and neighbors, while providing procedural flexibility that encourages creative infill development. A two-track system of guidelines is suggested. Adding discretionary/performance-based guidelines as an alternative to existing objective regulations provides consistency with increased flexibility for innovative design.

*The Building and Site Design Guidelines have been subdivided into eight elements that logically address the primary design issues in the Northwest area.*



*Use of alley or lane to access small commercial and residential development.*

### Element 1 BUILDING ORIENTATION

#### Issue

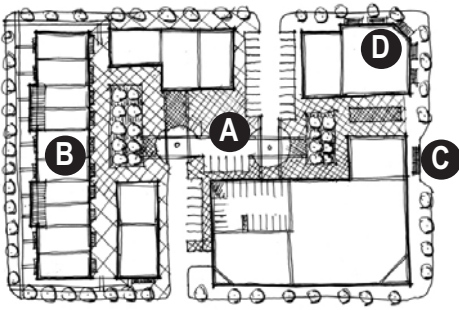
City standards require buildings to be oriented to a public street. This constrains the development of infill sites with limited public street frontage, and those sites that may have only alley/lane access. Community concern for environmental sustainability suggests that solar orientation should also be considered when placing buildings and defining open space in a project. Safety should also be considered in siting a structure.

#### Strategy

Provide flexibility in building orientation when pedestrian-oriented design principles are incorporated in the site/block development of infill projects.



## Element 1 BUILDING ORIENTATION [cont.]



**A** *Parking is mid-block to discourage inappropriate traffic through neighborhood.*

**B** *Rowhouses with porches on the street reflect character and scale of a residential district.*

**C** *Transit is convenient to walkways and integrated in the development.*

**D** *Massing and scale increases along arterial streets.*

### Guideline

Orient all buildings within the Northwest Area to a public street, except when buildings have inadequate street frontage. In such a case, buildings should be oriented to a private street or city lane or alley developed for pedestrian circulation.

### Guideline

Encourage flexibility in the siting and design of new developments and redevelopment to anticipate changes in the marketplace and to protect the neighborhood character.

### Guideline

Gathering areas should be placed where visible from buildings; avoid blocking lines of sight with fencing or landscape. Windows should be incorporated in buildings that face a lane or alley for additional security.

### Issue

Orientation of building entrances is often developed based on the location of parking lots and retention basins. This discourages the desirable interface of walks and pedestrian amenities with entry to the building.

### Strategy

Reduce impact of retention and parking surface on site development.

### Guideline

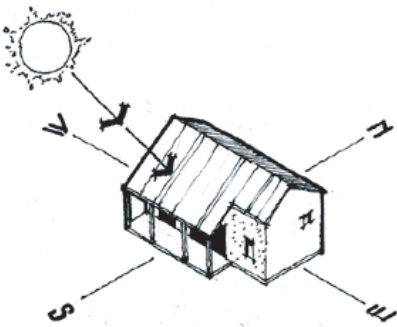
Place retention facilities where they do not hinder pedestrian access to building entrances, pedestrian amenities or transit facilities.

### Guideline

Encourage alternatives to surface retention, such as underground retention vaults or infrastructure development for storm water collection.

### Guideline

Appropriate solar orientation of structures should be implemented, when possible. Maximize northerly and southerly exposures. Locate functional exterior spaces for summer cooling and winter sun. Consideration should be given to the patterns of shade and shadow created by any new infill development.



*Appropriate solar orientation*

## Element 2 RESIDENTIAL OPEN SPACE

### Issue

The required area dedicated to common open space for multiple family developments is not practical for small infill sites because it does not yield enough open space to be usable or desirable due to inadequate area, dimensions or site conditions (e.g. slope, water retention, relationship to street, etc.)

### Strategy

Allow private open space, such as balconies and patios, to be included in the calculations of common open space. Provide open space "credit" for multiple family projects located close to a park. Exempt the smallest developments from open space requirements.

### Guideline

**Discretionary:** Multiple family developments should provide adequate private and common open space areas for residents. Private open spaces, such as balconies, patios and similar spaces, should be oriented to household use, and provide sufficient space for the enjoyment of the occupants. Common open spaces, such as courtyards, play areas, outdoor recreation facilities and similar areas, should be sufficient in size and function for the enjoyment of all occupants of the development.

### Guideline

Substantial common open space, such as courtyards, play areas, outdoor recreation facilities and similar spaces, should be provided in multiple family developments. Except as follows:

- a. **Exemption for Small Developments.** Developments of 4 or fewer dwelling units should be exempt from this guideline.
- b. **Credit for Private Open Space.** The open space requirement may be met by providing substantial private open space, such as balconies, porches and patios.
- c. **Credit for Proximity to a Park.** An open credit space should be granted when a multiple family development is connected to an improved public park located within one-eighth of a mile, by a continuous sidewalk meeting Americans with Disability Act (ADA) standards.

### Guideline

Allow a bonus of one square foot of additional floor area for each square foot of qualifying rooftop garden space provided, when the following criteria are met:



*Defined entry and common open spaces in mixed-use development that fronts on a neighborhood street.*

## Element 2 RESIDENTIAL OPEN SPACE [cont.]

- a. Rooftop garden should cover at least 50% of the building roof area.
- b. The garden should contain plant materials covering at least 30%.
- c. Agreement with the City should be executed assuring future preservation and maintenance of the rooftop garden.

## Element 3 LANDSCAPE

### Issue

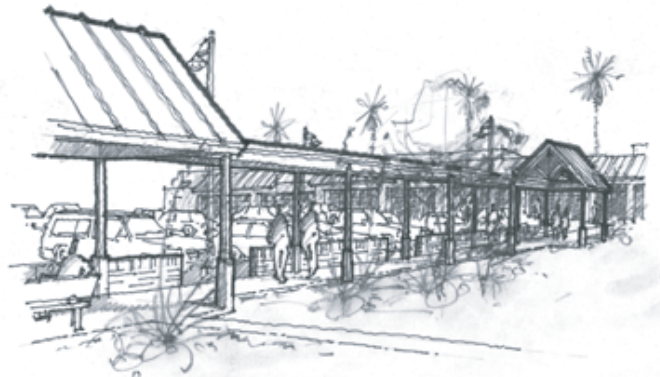
Existing standards for landscape are very prescriptive (e.g., 15 percent of site, parking island plant materials, one 15-gal. tree per landscape island, etc.). When applied to infill sites in the Northwest Area, these standards may be excessive, inappropriate and unworkable. For example, after subtracting required landscape areas and retention basins, small parcels may not be developable as planned or zoned. Other parcels may yield enough landscaping to meet the standards, but the result - the use of odd remnant spaces - is not desirable. Often the building and required parking spaces can fit, but not unless the property is landscaped in an innovative way. Inadequate area, dimensions and site conditions can result in poor landscape designs and plants that are difficult to maintain.

### Strategy

With a goal of quality site development that is compatible with the character of the area, more flexibility in landscape design should be encouraged. This will permit the development of underutilized sites and provide relief for small properties.

### Guideline

**Discretionary:** Developments in the Northwest Area should provide shading for parking areas and walkways. Planted groundcover materials or usable hardscape features, such as seating and plazas or elements that cool the environment, such as water features and shade structures, should qualify as landscape alternatives that contribute to the site's pedestrian environment. Erosion control, water conservation and reuse, and attractive streetscapes and common areas also contribute to the site and its surroundings. Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.



*Shaded walkways, seating and low-water use landscape elements enhance parking areas.*

### **Element 3 LANDSCAPE [cont.]**

#### **Objective:**

All areas not developed with structures, driveways, parking lots, private streets, pathways, patios, and similar usable areas should be landscaped. Parking areas typically have landscape elements after every 10 consecutive parking spaces, using landscape islands, planters, or other landscape areas.

#### **Guideline**

**Consider eliminating or reducing the scale of landscape islands when trees, at maturity, provide shade cover over 30 percent of the pavement.**

#### **Guideline**

**Provide visual screening and privacy where needed, and provide for natural surveillance of space for increased security; front yards and building entrances should be visible from adjacent streets or public/private walks and courtyards.**

#### **Guideline**

**Use a combination of plants for year-long color and interest. Provide focal points within a development, such as signature trees, hedges, flowering plants, art, and pedestrian amenities.**

#### **Guideline**

**Select trees based on growth characteristics and site conditions, considering available space, overhead clearance, soil conditions, exposure, and desired color and appearance.**

- **Provide a broad canopy where shade is desirable.**
- **Use narrow or columnar trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street for crime prevention.**
- **Avoid using trees that are susceptible to insect damage and avoid pollen-producing species.**
- **Select trees that are well adapted to the environment, including soil, wind, sun exposure and exhaust.**

#### **Issue**

Tempe is located in the northern Sonoran Desert, a hot and arid, yet ecology diverse region. Historically, the city was an irrigated "oasis" within the desert, and many of the neighborhoods in the Northwest Area were developed on sites where crops and citrus groves existed.

#### **Strategy**

Retain the existing lush landscape, while incorporating indigenous building and landscape materials and encouraging water and energy-saving strategies.

### Element 3 LANDSCAPE [cont.]

#### Guideline

Properties that have been historically flood irrigated should attempt to maintain their source of water. Intensification of use may preclude the use of flood irrigation. When possible, flood irrigation should be maintained, at least in part, particularly in residential areas.

#### Guideline

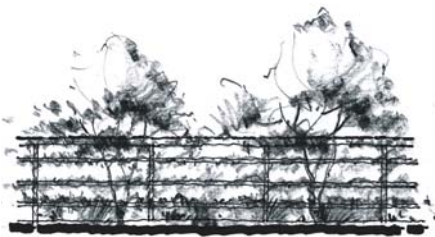
Sites that are located outside the flood irrigation zone should be landscaped with a sensitivity to water use. Commercial sites should consider low-maintenance specimens; dead trees and shrubs should be replaced promptly.

#### Guideline

If flood irrigation is removed, sufficient water should be provided to sustain the historic plant palette.

#### Guideline

Utilize graywater and collect rainwater for landscape irrigation where feasible. Slope parking surface to drain into landscape areas. Utilize drip and other low-water-use systems.



*A "living wall" provides a physical barrier that cools and enhances the environment.*

#### Guideline

Vertical "living walls" (trellis, vine-covered fences) are preferable to materials that absorb and reflect heat.

#### Guideline

Site development should avoid contributing to the "urban heat island" effect and should attempt to reduce pollution.

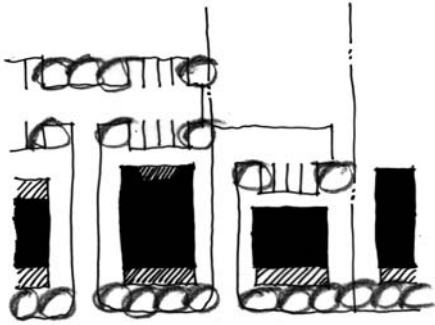
### Element 4 PARKING

#### Issue

The design of parking areas is critically important to the viability of some commercial areas, and impacts pedestrian and driver safety, the efficient and safe operation of adjoining streets, and the image and livability of the community. Facilities must be planned and designed carefully to use the land efficiently, support alternative modes of transportation, and protect the visual character of the neighborhood.

Historically, the parking requirements have required more spaces than necessary for some land uses, creating an excess of asphalt at the perimeter of the parking lot. This is a disincentive for small infill projects, and desirable development projects may choose to locate outside of the community if parking requirements are unrealistic. Similarly, parking "demand" can be a problem due to the perception among some consumers that parking is inconvenient, or costs too much, in the downtown and adjacent neighborhood commercial districts.





*Separate drive with separate parking.*

## Element 4 PARKING [cont.]

### Strategy

Revise guidelines for parking within the Northwest area, as developed in the Comprehensive Multi-modal Transportation Plan. Include options (or requirements) for shared parking, parking reductions (for available on-street parking, senior housing, and access to transit) and measures designed to reduce parking demand, such as designated carpool parking.

### Guideline

**Credit projects utilizing shared parking (where multiple uses share one or more parking facilities), in accordance with the Development Ordinance.**

### Guideline

**Reduce the amount of required off-street parking by one space for every on-street parking space adjacent to the development, with approval of Transportation Department.**

### Guideline

**Develop a maximum parking ratio, limiting surface parking to no more than 120% of the minimum parking requirement for the subject land uses.**

### Guideline

**Allow a density or floor area bonus of one building story for every story of structured parking provided in a building, subject to design review and approval of a use permit for exceeding zone district height limitations.**

### Guideline

**Provide an option for valet parking where a valet parking plan has been approved by the City. This option allows stacking of smaller parking spaces and reduces the space devoted to drive aisles.**

### Issue

Many arterial and collector streets have been widened over the years, traffic has increased in volume and speed, and on-street parking has been eliminated.

### Strategy

Implement a traffic calming program and revise design standards for public and semi-private spaces to conform with Pedestrian-Oriented Design Guidelines in the Transportation Plan.

### Guideline

**Posted speed limits of 15 to 20 mph should be utilized in zones of high pedestrian activity, where pedestrians should dominate the environment. Where parked cars, landscaping and specialized crossings create a comfortable pedestrian environment along University Drive or Mill Avenue, a broader range of 25 to 30 mph may be appropriate.**

## Element 4 PARKING [cont.]

### Guideline

**Visually narrow the width of a street with tree wells placed within the parking lane (every 2 or 3 spaces), where appropriate.**

### Guideline

**Mid-block crossings should be utilized on long commercial blocks where streets are heavily trafficked.**

### Issue

Bicycle parking is an important element of the multi-modal plan. When bicycle parking is not convenient and secure, the automobile will be the preferred mode of travel.

### Strategy

New developments should be encouraged to accommodate bikes in a convenient, secure manner. Areas within the ASU Bicycle Overlay District should refer to the criteria in the ordinance.

### Guideline

**Bicycle parking must comply with Multi-modal Transportation Plan and should be architecturally incorporated in the development. Lighting and visibility must provide for secure storage of the bike as well as the safety of the rider.**

### Guideline

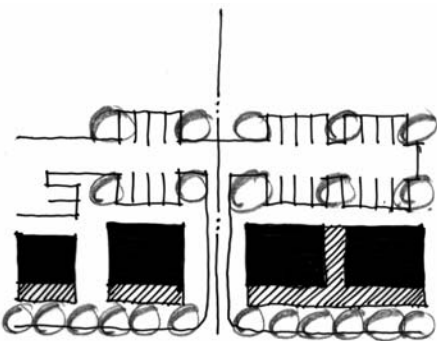
**Develop and publicize programs recognizing business owners who encourage employees to use alternative forms of transportation, including not only bicycles but also transit, carpool, and walking.**

### Issue

There is a perception that there is a shortage of parking in the Northwest Area. Businesses are concerned that patrons will choose shopping malls and strip centers in outlying communities for the convenience of having extensive parking lots that are easy to navigate, even though they may require a longer walk through cars and traffic.

### Strategy

Encourage the integration of parking garages with new commercial and mixed-use projects. Develop a standard parking identification sign package throughout the city, so patrons can easily identify parking structures and surface lots.



*Shared drive with separate parking.*

## Element 4 PARKING [cont.]

### Guideline

Encourage the creation of municipal parking lots and garages by allowing payment of a fee in lieu of providing on-site parking and by encouraging landowners to dedicate rear portions of their lots to the municipality for public parking.

### Guideline

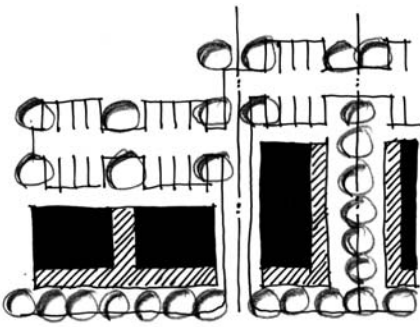
Develop an attractive, recognizable, standardized signage for parking in the downtown and commercial areas of Northwest Tempe. Include signage for street islands, bike parking, etc. Coordinate with Transportation Department and support their development of computerized information signs.

### Guideline

Provide clearly identified access to parking areas through mid-block alleys whenever possible.

### Guideline

Provide safe, convenient and attractive pedestrian pathways through parking areas, and frequent passageways between rear parking areas and main streets.



*Series of connected parking areas.*

### Guideline

Infill undeveloped properties with storefront businesses on sidewalks that connect municipal parking garages to local business areas. Encourage large expanses of retail windows to entice pedestrians to their destination, and to provide more surveillance on the street.

### Guideline

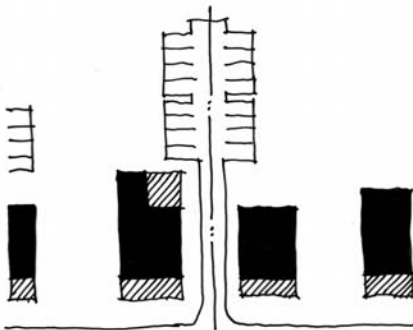
Where a parking structure has one or more levels that extend more than 4' above grade, at least 60% of the ground level street frontage should be available for retail, service, or office commercial activities.

### Guideline

Discourage or prohibit parking in front of buildings, except in the form of on-street parallel or diagonal parking.

### Guideline

Shared parking, where multiple uses share one or more parking facility, should be encouraged to minimize the amount of land developed as surface parking. Parking demands must "peak" during different times of the day.



*Shared drive with shared parking.*

### Issue

Rolled curbs are currently the City standard, installed when streets are repaired or improved. In dense areas that encourage multi-modal opportunities, these curbs present a hazard. Cars utilize the sidewalk for on-street parking, limiting pedestrian and handicapped accessibility.

## Element 4 PARKING [cont.]

### Guideline

Sidewalks incorporated in new development projects and street renovations should utilize a traditional 90-degree curb.

### Guideline

Corners should be retrofitted with ramps oriented perpendicular to both streets, in place of ramps angled toward the intersection. This provides a safer route for cyclists, strollers and physically disabled persons.

## Element 5 BUILDING DESIGN

### Issue

It is in a community's best interest to accommodate growth in a manner that has the least negative impact on its existing neighborhoods. The compatibility of new buildings may be enhanced by incorporating building styles and details common to the neighborhood.

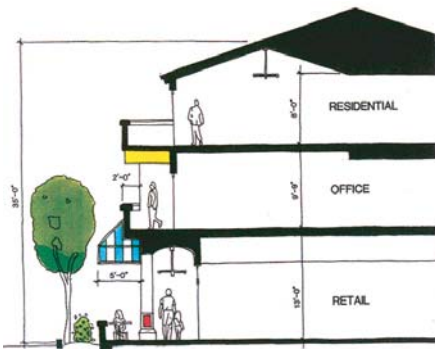
Buildings can be designed to reduce negative impacts on the neighborhood and still allow developers and architects the opportunity for creativity and quality. The development community and the neighbors have requested greater certainty in design requirements, yet also desire the flexibility in design that produces unique buildings that enhance the character of the area.

### Strategy

Reduce the impact of new development on established neighborhoods by incorporating elements similar to buildings in the vicinity, such as building details, massing, proportions, and materials. Eliminate unnecessary restrictions that discourage developers by imposing time-consuming procedures and interpretations. Set forth design criteria that allows for streamlined processing with a certain outcome (objective), as well as flexible standards that can be met by a variety of design methods (discretionary). The following design issues should be addressed:

### Guideline

The building elevation that is oriented to the street or corner of a block should respect the features of neighboring structures. Existing architectural character may or may not be an appropriate guide for new development or redevelopment. At major intersections, design features and entries oriented toward the corner are preferred.



*Compact vertical mixed-use buildings encourage the integration of desirable neighborhood services.*

## Element 5 BUILDING DESIGN [cont.]

### Guideline

Human scale is important for aesthetics and a sense of place, as well as pedestrian comfort and safety. The street-level architectural detailing, rhythm of windows and doors, first-story height, and building and landscape materials contribute to the success of a building at the pedestrian level. Where contrasting design elements are provided, the developer should demonstrate how the alternate design is equal or superior to the buildings nearby.



*Variation in roof form, height and street elevation.*

### Guideline

The front elevation of multifamily units should be individualized, to create diversity and add to the sense of ownership and personal space. Development of the space between the building and the sidewalk should be identified as an area of transition from the public domain to private living spaces.

### Guideline

Mechanical systems on all buildings should be positioned so they are not visible from the public view, unless they are an integral part of the architectural design (i.e. photovoltaic roof tiles). Solar panels, satellite dishes and air conditioning systems should be positioned to the back or side yard of the house, or screened by plantings or low walls.



*A guest house or second dwelling unit over a detached garage should complement the style and detail of the main structure.*

### Guideline

Garages, secondary living quarters, and outbuildings should be designed in character with the primary residence on the site. When placed on an alley or lane, the design should contain windows that provide a view to the lane, for additional security. When attached, the garage elevation should not dominate the street elevation of the primary residence.

### Guideline

Use architectural elements and windows to create a building that is designed on all sides. Blank walls on the ground floor level should be limited to encourage continuity of retail and commercial activities, to increase opportunities for surveillance of the street, to provide a pleasant and diverse experience for pedestrians and to avoid a monotonous environment.

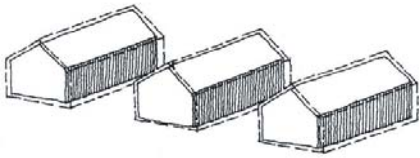
## 5(a) Building Form

### Issue

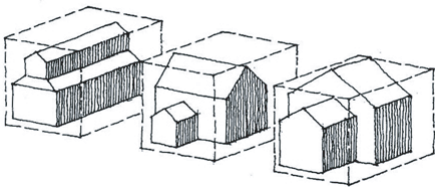
In an attempt to maximize the square footage allowed by the zoning ordinance, developers often find that the "big box" building is the most expedient and economical.



## Element 5 BUILDING DESIGN [cont.]



*Excessive restrictions on building form produces repetitive buildings that utilize the maximum allowable footprint.*



*A building envelope with additional height can encourage a variety of forms.*

### Strategy

By allowing some flexibility in height and footprint, the designer can often create a more attractive form (*Allowing additional height at the street frontage can offset the potential loss of space from stepping the building down on the residential side of the block*). This strategy effectively transitions the building form and use and provides an appropriate scale where the development meets the existing residential area.

### Guideline

**Relate the size and proportions of new structures to the scale of adjacent or nearby buildings. Avoid single, monolithic forms. Break up uninteresting box-like forms into smaller, varied building masses. A building's "massing" is the arrangement of its volumes, whether symmetrical or asymmetrical, L-shaped, block-shaped, segmented or detached.**

### Guideline

**Relate the roof forms of the building to those found in the area (rhythm, pitch, materials, parapets, flashing, cornices, etc.). The repair or alteration of roofs should match the original shape and pitch. Distinctive decorative features of historic structures should be retained.**

### Guideline

**Encourage the use of photos, computer images and cardboard models to ensure that the new structure is appropriate for the site. Design elements should respond to the neighboring buildings and context.**

## 5(b) Building Character

### Issue

An area's character contributes to a "sense of place" and identifies it as distinct and unique from other neighborhoods in the City. Too often new structures are built to conform to a national standard, or an arbitrary aesthetic that does not contribute to the local community. The "sameness" of these repetitious designs detracts from the intent of developing a special place within Tempe.

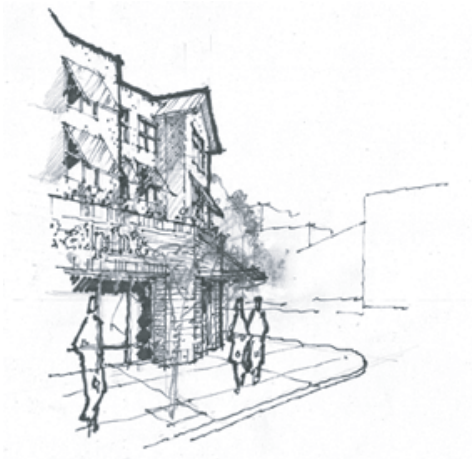
### Strategy

Identify and include elements in the property development and architectural design that contribute to the unique character of the area.

### Guideline

**Multifamily residential development should be designed to give tenants a sense of ownership of the building, and a means of physically connecting to the existing neighborhood.**

## Element 5 BUILDING DESIGN [cont.]



*Display windows and well-defined entrances support successful retail establishments while providing natural surveillance of the street. Residential units above allow residents to choose a more urban lifestyle that decreases dependence on the automobile.*

### Guideline

**Commercial and mixed-use buildings should express a "storefront character." This guideline suggests the following architectural features along the front building elevation (street elevation), as applicable:**

- Large display windows on the ground floor, framed by bulkheads, piers, and/or storefront cornice (visually separating ground floor from second story).
- Regularly spaced and similarly shaped windows, carefully detailed in a manner that enhances the building design.
- Well-defined building entrances enhanced with pedestrian amenities.

### Guideline

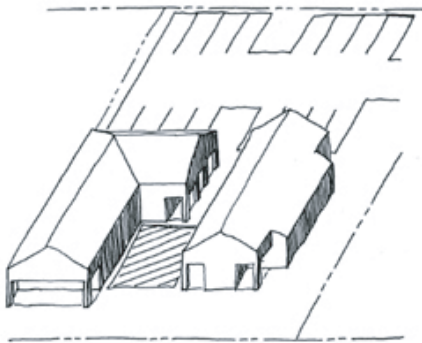
**Avoid introducing incompatible façade patterns that upset the rhythm of openings established by the surrounding structures. Consider the width-to-height ratio used in nearby buildings.**

### Guideline

**Create interest by inserting door and window elements that provide relief from large wall areas and promote "eyes on the street" safety. Building articulation should provide offsets, projections, and/or recessed entries every 30 feet, at a minimum.**

### Guideline

**In addition to providing light and ventilation, windows often serve as the primary decorative element on residential structures in the area. Form, materials, type, pattern, and placement of openings should be carefully considered on infill projects and residential renovations. Awnings should fit with the style of window and should be made to look compatible with the architecture in color and design.**



*Courtyard between residential-scale commercial buildings with parking at rear of lot.*

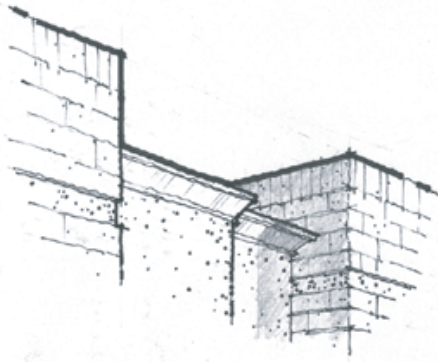
### Guideline

**Design of balconies and rooftop gardens, and placement of windows should be sensitive to the privacy of nearby homes.**

## 5(c) Building Materials

### Issue

Some structures are short-lived because they are constructed of materials that do not survive the harsh sun and heat of the desert climate. Poor craftsmanship also contributes to the deterioration of a building.



*Quality building materials and careful attention to architectural detailing contribute to the character and identity of a neighborhood.*

#### **Sustainable Development: A Summary of Best Practices**

- Build more compactly
- Mix uses
- Conserve natural systems
- Recycle land and buildings
- Connect to adjoining development
- Contribute to local economic and social advancement
- Be mindful of successive uses
- Design for walking, cycling and transit use
- Incorporate facilities and amenities that build community
- Make distinctive places
- Design a low-energy building shell
- Use energy-efficient mechanical systems
- Tap solar energy
- Employ low-energy lighting
- Reduce and reuse construction materials
- Select environmentally friendly materials
- Use products created locally and regionally
- Create structures for long-term utility
- Use permeable surface materials to recharge groundwater and reduce stormwater runoff
- Develop performance standards for sustainable development
- Promote green building codes
- Develop programs of public education about sustainable development

## **Element 5 BUILDING DESIGN [cont.]**

### **Strategy**

Building materials should be similar, or superior, to those of adjacent uses. Emphasis should be placed on quality products that will stand the test of time. Detailing should reflect the properties of the material and the character of the area.

### **Guideline**

**Clear or lightly tinted glass in windows, doors and display windows should be encouraged to provide transparency, interest, and security. The natural surveillance that results from well-placed windows, entrances, pedestrian amenities and outdoor rooms enhances pedestrian safety.**

### **Guideline**

**Utilize recycled and easily recyclable materials where feasible. Utilize materials of local manufacture when available. Avoid materials which unduly deplete limited natural resources. Avoid materials containing volatile organic compounds (VOC's), toxic or hazardous components, and materials with high rates of off-gassing, such as certain particle boards, carpets, adhesives, sealers and paints. Utilize water-based paints and sealers where feasible.**

### **Guideline**

**Utilize roofing materials which minimize heat and noise transfer. Prevent UV damage to roofing and other sensitive building materials.**

### **Guideline**

**Encourage the selection of light colored materials and finishes that reduce heat gain. Avoid creating glare and reflected heat gain in nearby spaces and buildings.**

### **Guideline**

**Encourage the use of engineered lumber products and alternative trusses in lieu of sawn wood, or recycled steel studs, where feasible.**

### **Guideline**

**Avoid exposure to moisture and potential mold cultivation during construction.**

### **Guideline**

**Incorporate energy-efficient mechanical systems and appliances in structures. Use natural light and other passive principles, and consider active solar systems for heating water.**

## Element 5 BUILDING DESIGN [cont.]

### Issue

It is important to consider the lifecycle of building materials and products. Waste resulting from construction has an impact on the environment.

### Strategy

Encourage the use of products that will preserve energy over the life of the building, and provide incentives for the use of building methods that reduce waste and the development of new landfills.

### Guideline

**Support the use of alternative materials such as adobe, rammed earth, strawbale; and encourage innovation in methods of construction.**

### Guideline

**Structures should be designed and constructed for the long term. Well-crafted buildings should be required for development in areas identified for mixed-use, commercial and office infill.**

### Guideline

**Offer incentives for projects that incorporate sustainable building products and methods of construction. A green building program should be developed to assist builders and property owners.**

### Guideline

**Historic properties should attempt to retain and/or restore the original materials of the structure.**



*Minimize curb-to-curb distance at crosswalks.*

*Provide on street parking.*

*Incorporate attractive pedestrian plazas and shaded sidewalks.*

*Utilize lighting for pedestrian safety.*

*Orient ramps to crosswalk, not intersection.*

*Develop interesting views into shops that encourage walking.*

## 5(d) Pedestrian Amenities

### Issue

Arterial and collector streets in the Northwest Area are often wide and heavily trafficked, bordered by narrow sidewalks, minimal landscape and no shade.

### Strategy

Develop specific criteria for streets within designated pedestrian districts. Provide the types of amenities that encourage people to walk rather than drive, and to linger rather than hurry to their destination. Spaces that are attractive to business patrons and neighbors enhance the livability of the area and should be included in private and public developments.

## Element 5 BUILDING DESIGN [cont.]

### ***Pedestrian-Friendly Site Design Checklist***

- *Delineated walkways through parking lots*
- *Connections to neighborhoods and surrounding areas*
- *Easy-to-identify building entrances and building frontages located along streets rather than across parking lots*
- *Convenient and safe access to transit and adjacent sidewalks*
- *Alignment of walkways for convenience and reduced travel distances*
- *Accessible routes of travel to and from the site, as well as throughout the site*
- *No barriers (walls, ditches, landscaping, or roads without safe crossings) to pedestrian travel*

### **Guideline**

The Pedestrian-Oriented Design Overlay developed in the Comprehensive Multi-Modal Transportation Plan (2002) contains the philosophy and design guidelines appropriate for commercial and mixed-use developments in the Northwest Area. Until that plan is formally adopted, all commercial and mixed-use developments should provide a minimum of two pedestrian amenities, such as:

- A plaza, courtyard, square or extra-wide sidewalk adjacent to the building entrance.
- Sitting space on benches or ledges between the building entrance and sidewalk.
- Building canopy, awning, pergola, or similar weather protection that extends over a portion of the sidewalk or other pedestrian space.
- Public art that incorporates seating, such as a fountain, sculpture, architectural treatment, etc.
- Transit amenity, such as a bus shelter, that is incorporated into the building design, or is separate from the structure but reflects the design concept. Transit staff should review proposals for conformance with established guidelines.
- Public space, appropriate to the site and the neighborhood.

## 5(e) Design Opportunities

### **Issue**

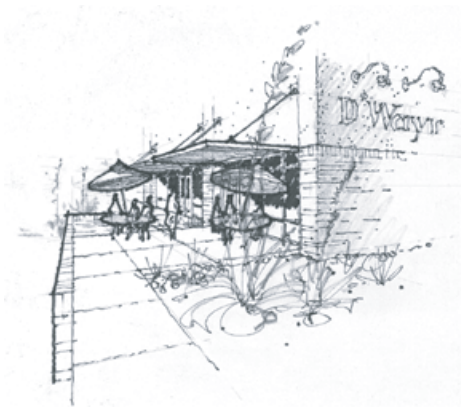
Neighbors and developers agree that strict guidelines often develop mediocre buildings that, while they meet codes and criteria, are unimaginative and inappropriate for the area. Creative solutions to challenging infill sites often require flexibility. If unchecked, or used irresponsibly, flexibility produces structures that are ill-suited to the area.

### **Strategy**

Provide optional review tracks for both objective and discretionary approvals that support the character of the area.

### **Guideline**

**Support the development of a streamlined process that assists developers who submit creative, quality projects.**



*Buildings at the front property line can easily develop sitting spaces and sidewalk cafes. Awnings, umbrellas, shade structures and misting systems encourage activity on the street.*



## Element 5 BUILDING DESIGN [cont.]

### Guideline

**Submit projects for neighborhood review early in the design process. Develop an efficient and reliable system for obtaining input of those citizens most impacted by the site's development.**

### Issue

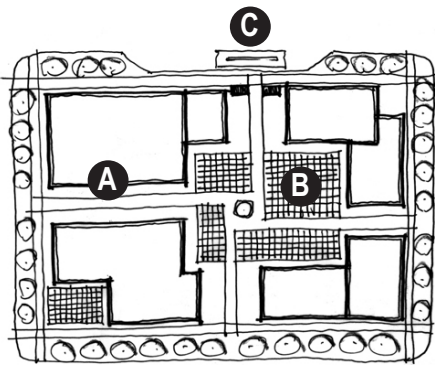
Multi-family housing is often developed without regard to the character of the area. Standard suburban projects are developed where more compact, mixed-use infill is appropriate.

### Guideline

**Integrate multi-family developments with the neighborhood, mixing housing types and uses, and providing pathways and access points that correspond to neighborhood amenities. On major arterial streets, buildings should be placed at or near the front setback, using traditional rowhouse and courtyard housing forms to create a street wall. The transitional space between the public sidewalk and the private dwelling should include semi-public amenities such as porches, low walls or hedges. Encourage the integration of work-live, home occupations, corner stores, and small offices that do not generate significantly-increased traffic.**

### Guideline

**Provide internal walkways between buildings and, in large developments, relate to the surrounding area by providing public passageways or neighborhood paths.**



- A** *Well-lit pedestrian paths*
- B** *Interior courtyards with natural surveillance from the surrounding buildings*
- C** *Easy access to transit adds to the safety and security of a site*

## Element 6 SAFETY AND SECURITY

### Issue

More compact settlement patterns can lead to heightened concerns about crime and personal safety. Public hearings often include testimony about security issues, and infill developments are often challenged when the project incorporates mixed-use, residential density increases, or affordable housing units.

### Strategy

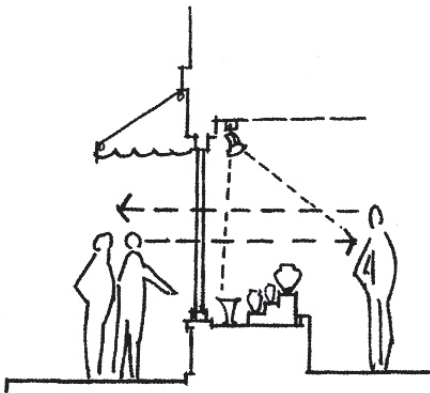
People protect and maintain territory that they feel is their own, and likewise have a certain respect for the territory of others. Promoting legitimate activity in public spaces, and maximizing "eyes on the street," are known to discourage crime. Public safety standards, based on the principles known as CPTED (Crime Prevention Through Environmental Design) are incorporated within the body of the revised Building Ordinance. Important guidelines related to safety are reiterated here.

## Element 6 SAFETY AND SECURITY [cont.]



### *Environmental design with safety in mind*

- Trees shade street at sidewalk
- Landscape strip separates pedestrians from vehicles
- Porches and balconies offer views to the street
- Lighting is appropriate for pedestrians and cyclists
- Scale of buildings is appropriate for a residential street



*"Eyes on the Street"*

*Commercial uses at ground level should use large areas of glass and well-lit displays to contribute to neighborhood safety.*

### Guideline

**All new developments in the Northwest Area should consider incorporating the following design principles for safety and security, as applicable:**

#### **Territoriality. Ownership can be expressed using a variety of features:**

- Low hedges (36 inches or less), landscape areas, or pavement treatments serve to define and separate the front yard of a residence or business from the adjacent sidewalk.
- A fence defining the front yard should be low and provide partial visibility using materials such as pickets, split rail, metal or wrought iron. Gates and arbors further identify entry, and may extend to a height of 7'. Fences that meet the intent of this guideline may also be constructed of alternative materials, when integrated with the design of the structure. Creativity and flexibility can lead to innovative design solutions.
- Art, signs, and other decorative and functional amenities can also identify property limits.

**Natural surveillance.** When physical features encourage activities and attract people, they should be incorporated in the development to maximize the view of the street, yard and alley.

- Windows (fronting livable space) that orient to front and side yards and common spaces, or that face the alley or lane in an accessory dwelling unit at the rear of the site, provide opportunities for "eyes on the street" and tend to discourage inappropriate activities
- A usable front porch, patio or stoop large enough for seating is an inviting element for natural surveillance.

**Activity support.** All common areas (play areas, plazas, seating areas, recreation facilities, etc.) should be centrally located to the extent practicable, providing a clear line of sight from surrounding building(s) on the site.

**Access control.** Entrances and exits to buildings and parking areas should be clearly identified. Fencing, landscape and lighting should be used to direct pedestrians, bicycles and vehicles in ways that discourage crime.

- Gated developments are discouraged because they conflict with the natural surveillance objective and desired streetscape character of the area.
- Pedestrian-level lighting is necessary for safe passage. Lighting design and placement should consider transitions from lighted to unlighted areas, and negative impacts of lighting on nearby residents.

### Guideline

**Recognize the special safety needs of children when developing properties in close proximity to neighborhood schools (see appendix).**

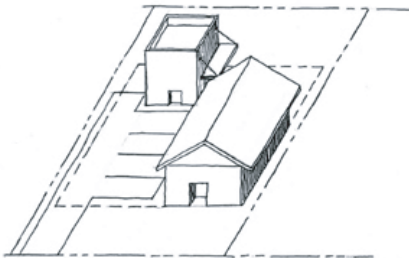
## Element 7 SPECIAL USE GUIDELINES

### 7(a) Work-Live

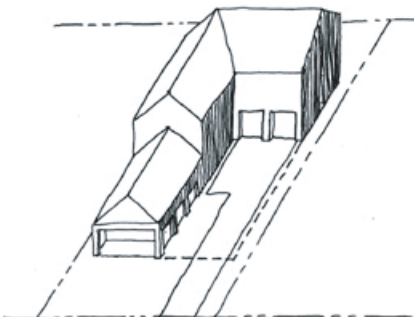
#### **MIXED-USE**

*Locating stores, offices, residences and recreation spaces within walking distance of each other in compact areas promotes:*

- *Independence of movement, especially for the young and elderly who can conveniently walk, cycle or ride transit*
- *A reduction in auto use for shorter trips*
- *Safety in commercial areas, through around-the-clock presence of people*
- *A variety of housing choices so that the young and old, singles and families, and those of varying economic ability may find a place to live*



Work-live appropriate for residential area



Buildings with flexible use for residence or office

#### **Issue**

The community does not yet have zoning or codes in place to facilitate conversion of buildings or the development of new buildings for use as a work-live environment. In most cities, work-live is a hybrid of residential, industrial and commercial codes. It allows for flexibility of use and often supplements a deficient housing stock.

#### **Strategy**

Develop and support guidelines for work-live housing, adapting current land use, zoning and building codes to provide a safe, affordable alternative for working and living in the community.

#### **Guideline**

**Allow work-live in all areas with the following land uses: industrial, commercial, and mixed-use.**

#### **Guideline**

**Provide incentives for work-live developments that provide desirable goods and services to the neighborhood.**

#### **Issue**

The community no longer isolates "work" from their life at home. Many residents take advantage of the opportunity to telecommute. Start-ups often occur in the dining room, or an extra bedroom. This benefits the community, reducing traffic congestion and pollution, and increasing daytime security in residential areas. Guidelines for live-work and work-live arrangements should reflect current lifestyles.

#### **Strategy**

Provide flexibility in allowed uses and how they are combined to encourage reuse of existing structures and to entice infill projects that can meet the needs of the changing marketplace.

#### **Guideline**

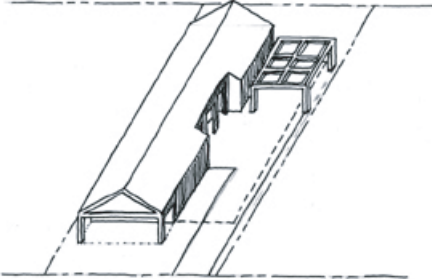
**Support the development of "flex-space" units that can accommodate living and working, or can be used entirely for work or solely as a residence. To facilitate this "mixed-use within a space," revise requirements that currently interfere with the approval of these projects.**

#### **Guideline**

**Allow home occupations to include one unrelated employee, without requiring an additional parking space on the site.**

## Element 7 SPECIAL USE GUIDELINES [cont.]

### 7(b) Accessory (Secondary) Dwellings



Secondary dwelling attached  
at the rear of the site

#### Issue

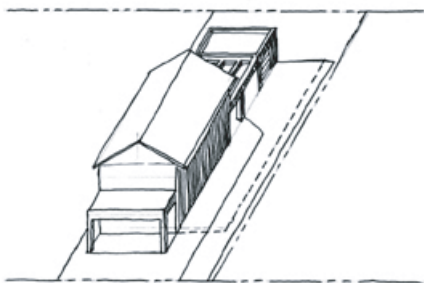
Accessory living units are relatively common in the Northwest Area, particularly where lots are larger and the zoning allows for multifamily development. Often referred to as a guest cottage, "mother-in-law," or studio, these small units provide neighborhoods with additional living spaces that can accommodate visitors or caretakers for children or the elderly, and may provide secondary income for property owners living on the site. Aging residents may require these amenities to remain in their home and neighborhood.

#### Strategy

Encourage infill development of residential units in the form of secondary accessory dwelling units.

#### Guideline

**Support development of accessory dwelling units on all multi-family properties. Single-family property owners in the Northwest Area may wish to create an Accessory Dwelling Overlay District to allow secondary units in appropriate areas. The property owner should be required to occupy one of these units.**



Secondary dwelling or studio attached to  
primary residence with trellised carport.

#### Guideline

**Support the maintenance of alleys with materials that create walkable lanes that are safe for pedestrians and cyclists and discourage cut-through auto use. Orient secondary units to the lane for surveillance.**

### 7(c) Historic Structures

#### Issue

Supporting the goals of historic preservation while ensuring that existing buildings meet the safety, accessibility, energy efficiency and comfort needs of their occupants can be a challenge. Facilitating the reuse of aging structures in a manner that accommodates growth and respects the underlying zoning of the property makes that challenge more complex.

#### Strategy

Historic preservation is not about slowing development, but about recognizing the value of what is already here. Guidelines are needed to assist homeowners and developers in understanding the unique character of some of the neighborhood's historic buildings\*. Designs for home alterations and additions, and for new mixed-use and commercial infill structures, should respond to the distinctive architectural and landscape features of the site and the surrounding properties. Depending on the significance of the property, its condition, and the proposed use, one of three different treatment strategies will be most appropriate.

\* Refer to specific guidelines for designated historic properties or districts established by the Tempe Historic Preservation Commission.

## Element 7 SPECIAL USE GUIDELINES [cont.]

**Rehabilitation** allows for alterations or additions that accommodate continuing or changing uses while retaining the property's historical, cultural and architectural values. Focusing on repair and replacement of deteriorated features, this method ensures that any alterations or additions are compatible with the character of the property and its setting.



**Preservation** sustains the existing form, materials and integrity of a historic property through on-going maintenance and repair rather than extensive replacement or new construction. Limited and sensitive up-grading of plumbing, electrical and mechanical systems, and other code-required work is appropriate to make the property functional and safe.

**Restoration** requires that the modifications accurately display the form, features and character of the property as it appeared at a particular period in history. This typically involves the removal of features from other periods in history and the reconstruction of missing features from the restoration period. Limited and sensitive up-grading of utility systems and other code-required work is appropriate.

### Guideline

**When a new use is proposed for a "Historic" property, owners should be encouraged to maintain the character defining features and significant historic spaces.**

### Guideline

**Changes that create a false sense of historic development, such as adding conjectural features or elements from other historic properties, should be discouraged.**

### Guideline

**Renovations to a property that have acquired historic significance in their own right (i.e. the addition of a porch that has aged with the house) should be retained and preserved when possible.**

### Guideline

**Distinctive materials, features, finishes, construction techniques or craftsmanship that characterize the "Historic" designation of the property should be preserved, and deteriorated historic features should be repaired rather than replaced.**

### Guideline

**Treatments that cause damage to historic materials, such as sandblasting and high pressure washing, should be avoided.**



## **Element 7 SPECIAL USE GUIDELINES [cont.]**

### **Guideline**

**New construction, in the form of an addition, exterior alteration or a freestanding structure, should be differentiated from the historic construction and should be compatible with the features, size, scale, proportion, massing and historic materials, to protect the integrity of the property and its environment. Typically, a new addition should be placed on a rear or side elevation to minimize the visual impact from the street.**

### **Guideline**

**Colors appropriate to the style and era of a historic building are encouraged, but color choice is a personal decision and should be consistent with a homeowner's individual taste as well as the historic character of the structure. Natural materials, such as brick, stone and decorative block should remain unpainted.**

### **Issue**

Property owners may not be aware of the guidelines and benefits of the "Historic" properties and "Historic District" designations.

### **Strategy**

Inform and educate residents and property owners in the Northwest Area.

### **Guideline**

**Encourage citizen communication with the Historic Preservation Commission as a means of understanding issues related to properties in the area.**

### **Guideline**

**Distribute brochures that explain the Tempe Historic Property Register, and the classifications of "Historic Eligible" and "Archeologically Sensitive" properties. Identify those properties within the Northwest Area that have met the criteria for these designations (see appendix).**

### **Issue**

The cost of restoration, preservation and rehabilitation often make a project unrealistic. Optimizing the site with a new plan and new buildings that meet the current codes is often cheaper and more expedient.

### **Strategy**

Encourage the development of incentives for those historic properties that are especially important to the community-at-large.

## Element 7 SPECIAL USE GUIDELINES [cont.]

### Guideline

Provide offsets (such as parking reductions) for the unconventional, and often inefficient, site development that results from preserving historic properties.

### Guideline

Encourage the City to provide assistance in locating potential sources of financial assistance and tax credits.

### Guideline

Support the development of a City tax credit for preservation of historic properties.

### Guideline

When economic hardship prevents an owner from maintaining a historic building, encourage the relocation of the building to another site within the Northwest Area.



## Element 8 CHARACTER-AREA INFILL GUIDELINES

### Issue

Most of the identified character areas within the Northwest Planning Area share common concerns, such as those identified above. In some instances, specific areas have a unique feature or issue that requires additional guidelines.

### Strategy

While it is important to establish the overall character of the larger Northwest Area, it is also valuable to identify those elements that make a character area special. The infill design guidelines described above apply to all properties in the Northwest Area. The following guidelines apply to the appropriate character area, as identified on the attached map.

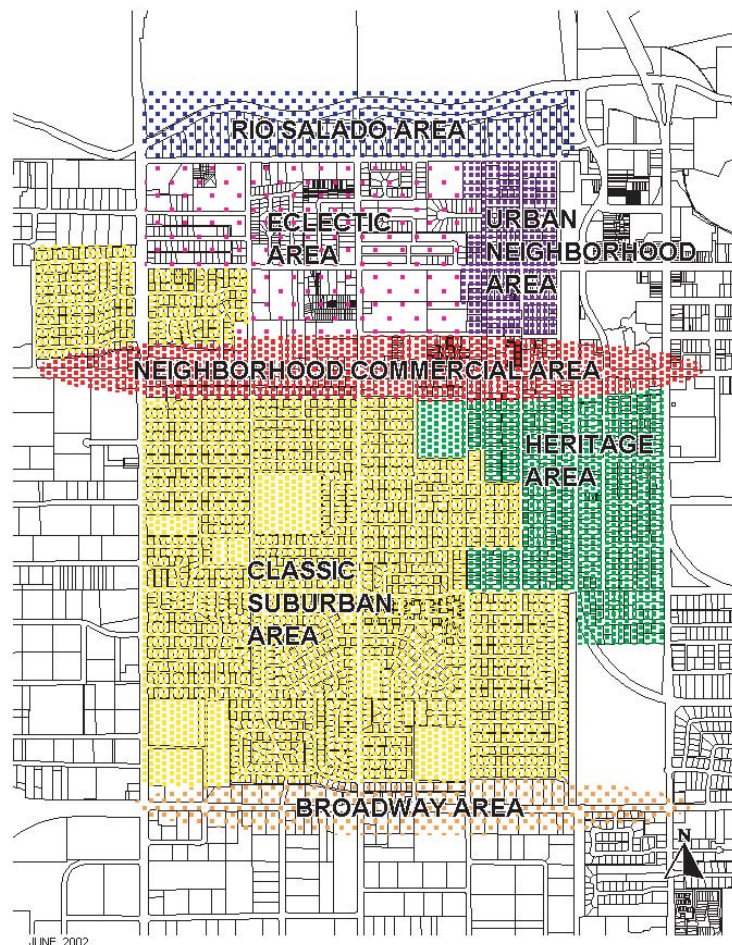
### Guideline

**Strive for visual unity and attractiveness appropriate to each distinct area without eliminating eclectic architectural elements and intriguing landscape design.**

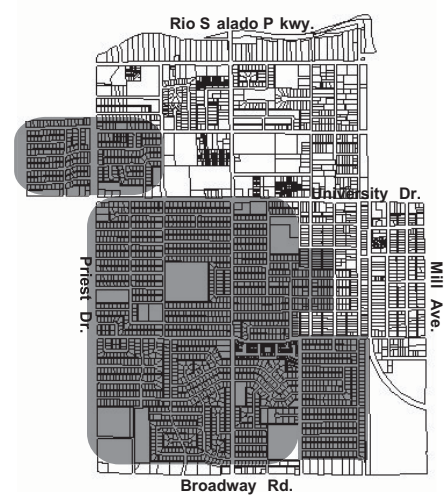
#### NORTHWEST TEMPE CHARACTER AREAS



NORTHWEST TEMPE SPECIFIC AREA PLAN



# CLASSIC SUBURBAN AREA



## EXISTING CONDITIONS

### STREETSCAPE

- Residential and collector streets
- Few landscape areas of significance
- Non-irrigated front yards
- Few shade trees
- Sidewalks at street edge
- Rolled curbs
- On-street parking

### BUILDINGS

- Post-War Ranch housing typical
- Single-story, horizontal emphasis
- Low-pitched roofs
- Open carports, converted garages
- Little variation in architectural style
- Building materials:
  - Block construction
  - Wood siding
  - Asphalt + wood shingle roofs

### SITE PATTERNS

- Typical lot = 1/8 acre
- Primarily single-family homes
- Uniform setbacks
- Uniform plats
- Scattered pockets of condominiums
- Alley access for service vehicles only

## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(a) Classic Suburban Area

Approximately 50 percent of the Northwest Area is within the Classic Suburban Area. Many of these small single-family homes were built following World War II and are similar in architectural design and site planning.

#### Guideline

Maintain the integrity of these neighborhoods with infill that is similar in scale. Owners requesting a second story addition should carefully design the new building elements to complement the existing structure, with respect for the privacy of adjacent neighbors. Care should be taken to integrate new roof elements into the existing architecture.

#### Guideline

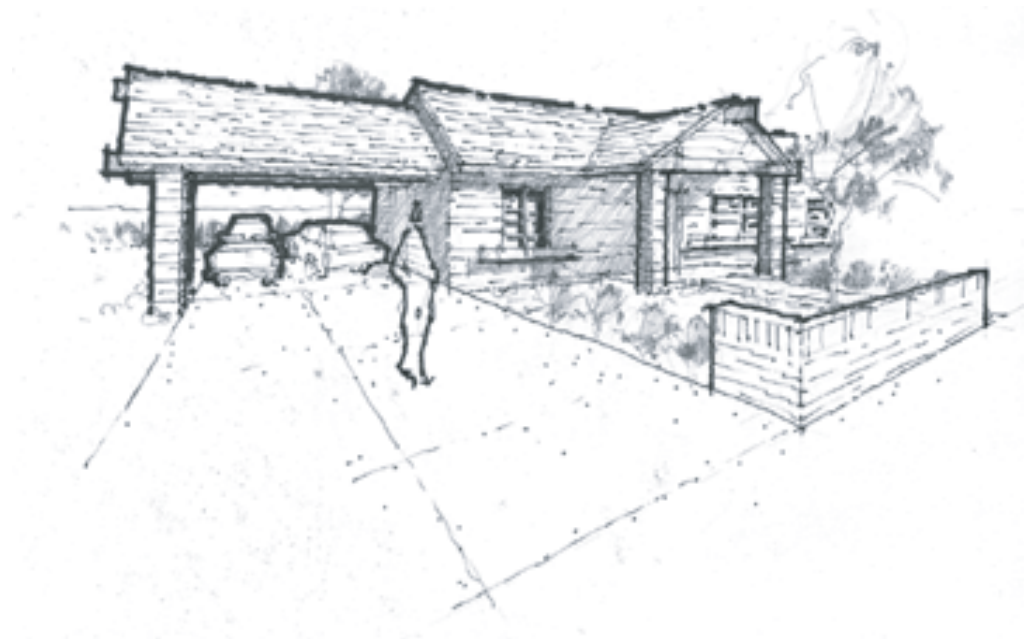
Supplement existing landscape with trees that shade sidewalks and streets.

#### Guideline

Redevelopment on the perimeter of this area should direct traffic to major arterial streets, protecting the residential area from cut-through traffic and speeding vehicles.

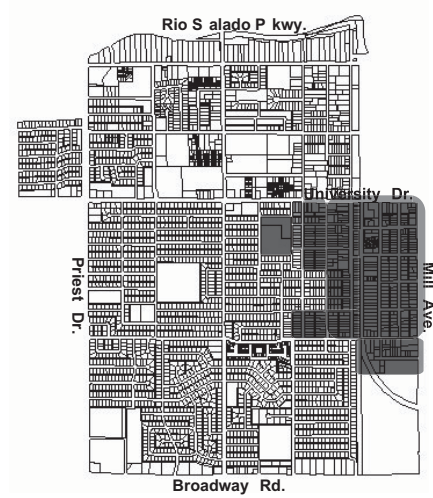
#### Guideline

Multifamily housing should maintain buildings and property, contributing to a safe, attractive and stable neighborhood.





# HERITAGE AREA



## EXISTING CONDITIONS

### STREETSCAPE

Large, mature shade trees  
Planting strips between street and sidewalks  
W.P.A.-constructed sidewalks  
90-degree curbs  
Flood irrigation in select areas  
Ribbon driveways

### BUILDINGS

Historic and potentially historic structures  
House prominent, garage secondary  
Houses with detached rental units  
Porches and front doors oriented to the street  
Diverse range of architectural styles:  
Bungalow, Southwest, National Folk  
Spanish Colonial Revival, Pueblo Revival,  
Colonial Revival, Art Moderne and Ranch

### SITE PATTERNS

Mix of lot sizes with open feeling  
Houses in proportion with lot sizes  
Some post-war apartments intermingled with traditional homes  
Diverse setbacks  
Alley-access to garages/secondary units  
Single-family use with multi-family zoning

## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(b) Heritage Area



Many of the City's oldest structures are located in this area, illustrating a variety of building types and architectural styles and an interest in preservation. The area contains numerous investment properties with the potential for multifamily redevelopment.

#### Guideline

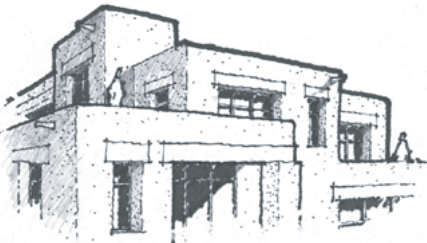
**Perimeter properties are sited on streets that now carry large volumes of fast auto traffic. In some cases, residential properties on these streets can no longer sustain their original use. As these properties redevelop, care must be taken to buffer the interior residential properties from the noise and activity along Mill and University.**

#### Guideline

**Encourage owners to preserve those buildings that have a special significance in the city by virtue of their architectural design or past use.**

#### Guideline

**Preserve the mature landscape and streetscape. Infill where aging or damaged trees have been removed. Maintain the lush greenery that is characteristic of this area.**



#### Guideline

**The "Historic" designation requires that additions, renovations and remodeling projects follow specific criteria (see Historic Properties appendix).**

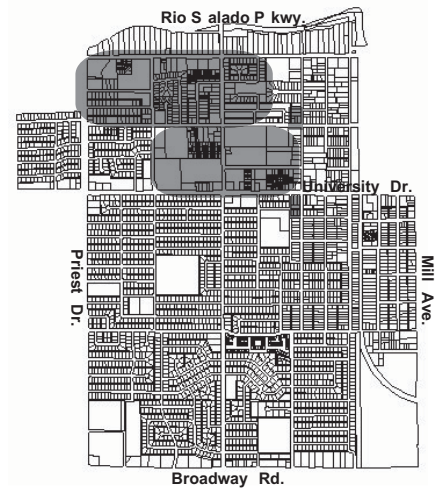
#### Guideline

**Maintain a neighbor-friendly "front door" to the street. Include elements such as a porch, patio, sitting area or stoop. When possible, renovations of "Historic" properties should maintain distinctive decorative exterior features like columns, balustrades and stairs.**

#### Guideline

**Support additional height at the corner of perimeter arterial streets when the site is developed to provide 2-story residential units facing an existing residential neighborhood.**

# ECLECTIC AREA



## EXISTING CONDITIONS

### STREETSCAPE

Residential streets  
Shaded pedestrian streets  
[best example: Brown St.]  
5th Street renovation - ped/bike-oriented  
with new infrastructure  
Traffic-calming measures in place

### BUILDINGS

Diverse clusters of housing:  
Single-family  
Apartments  
Condos  
Duplexes  
Quads  
New + old construction  
Some "distressed" structures

### SITE PATTERNS

Diverse setbacks  
Alley access  
Varied lot sizes and shapes  
Clusters of cultural groups  
Barrio de Abajo  
Tempe's founding Hispanic families  
Area activities centrally located in area:  
Jaycee Park  
Westside Community Center  
Sales School

## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(c) Eclectic Area

This area includes a collection of diverse structures that have been built, and rebuilt, over time. One architectural style or building type does not stand out as the defining element of the area. In fact, it is the eclectic nature of this district that creates visual interest. The recent investment in the local park, the development of the Westside Center, and the extensive traffic calming project on Fifth Street have anchored the area, and reinvestment in the neighborhood is underway.



*Many different people express individuality in their homes.*

#### Guideline

**Respect the diversity of the area by supporting a variety of architectural styles when they are appropriate to the climate and designed in keeping with the guidelines above.**

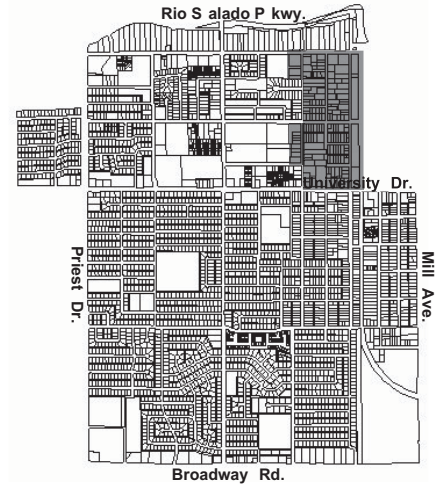
#### Guideline

**Special attention should be directed toward the elementary school and the role it plays in this area. The school population is transient and represents several different nationalities. Care should be taken to develop streets and lanes that are safe for young children. Multi-family developments should be designed with amenities that are appropriate for children.**



*One and two-story residential buildings offer visual interest and accommodate different family sizes and lifestyles.*

# URBAN NEIGHBORHOOD AREA



## EXISTING CONDITIONS

### STREETSCAPE

Potential for pedestrian-accessible development  
Immediately adjacent to the downtown  
Houses pushed to the front of street  
Minimal street widths, easy to cross  
Well-landscaped

### BUILDINGS

Diverse collection of buildings  
Dense development  
Mix of land uses  
Row housing in construction phase  
Front porches in new transition area  
Reinvestment underway

### SITE PATTERNS

Minimal setbacks  
Infill potential greatest in this area;  
appropriate for mixed-use + residential  
Few alleys in relationship to NWT area  
Vacant + underutilized R.R. easement



## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(d) Urban Neighborhood Area

The urban neighborhood area serves as a transition from the round-the-clock activities of the downtown to a quieter residential district. As intensity and density increases in the downtown and neighborhood commercial areas, this zone will play an important role in securing the transitional edge of the residential properties.

#### Guideline

**Public streets connect this area to the adjacent neighborhoods, but new development should orient ingress and egress toward Mill Avenue or University Drive. Speeding and cut-through traffic should be restrained by good site planning and street development in the urban neighborhood area.**

#### Guideline

**Create sociable, pedestrian-oriented public views and inviting common areas in both new and renovated developments.**

#### Guideline

**New parking structures should be integrated to alleviate spill-over parking in the residential areas. Parking should integrate commercial uses at the street level and provide safe access for pedestrians. As the urban neighborhood transitions in scale from commercial development (downtown) to residential, it becomes an appropriate setting for shared parking facilities.**



*A variety of architectural styles provides interest and can add to the character of an area.*

#### Guideline

**Compact site layout is encouraged, to utilize the site efficiently and to minimize the amount of land needed for surface parking. This enables future intensification of development and accommodates potential changes in land use over time.**

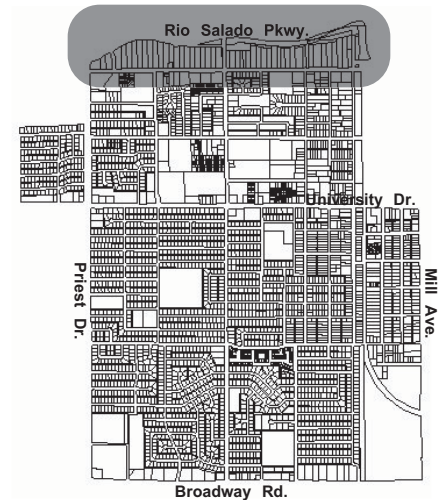
#### Guideline

**Allow a mixture of complimentary land uses that may include retail, offices, commercial services, civic uses, and housing in order to create economic and social vitality and to encourage multi-modal use.**

#### Guideline

**Provide flexibility in the siting and design of new development and redevelopment to anticipate changes in the marketplace and protect neighborhood character.**

# RIO SALADO AREA



## EXISTING CONDITIONS

### STREETSCAPE

On-street parking along 1st S treet  
 No median along 1st S treet; landscaped  
 median along Rio Salado Parkway  
 Few pedestrian crossing areas  
 Minimal access to open space, including  
 Tempe Beach Park and Town Lake  
 View corridors to Papago Park and  
 Tempe Town Lake  
 Alternative route between Downtown  
 Tempe and the Loop 202

### BUILDINGS

Diverse mix of old + new construction  
 Mix of land uses:  
 Industrial  
 Commercial  
 Multi-family residential infill  
 Adjacent to Tempe Performing Arts Center  
 City service yard

### SITE PATTERNS

Diverse setbacks  
 Large rights-of-way  
 Large, deep lots extending from Rio  
 Salado Parkway south to 1st S treet  
 Large existing vacant lots  
 Numerous distressed properties  
 Potential for infill + new uses is apparent

## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(e) Rio Salado Area



This transitional zone was once a landfill, destined for industrial development. After more than 20 years, the Town Lake project became a reality, and this area now offers views of Papago Park overlooking the water. Recreational amenities will continue to be developed, and the City's new art museum will be located nearby. Over time, the Rio Salado area will transform, encompassing mid-rise office, multi-family, and mixed-use projects.

#### Guideline

**Support additional height along the Rio Salado Parkway for projects that step down to a two-story mixed-use or residential development along First Street.**

#### Guideline

**Encourage sound attenuation for buildings in this area, due to overflights from Sky Harbor International Airport.**

#### Guideline

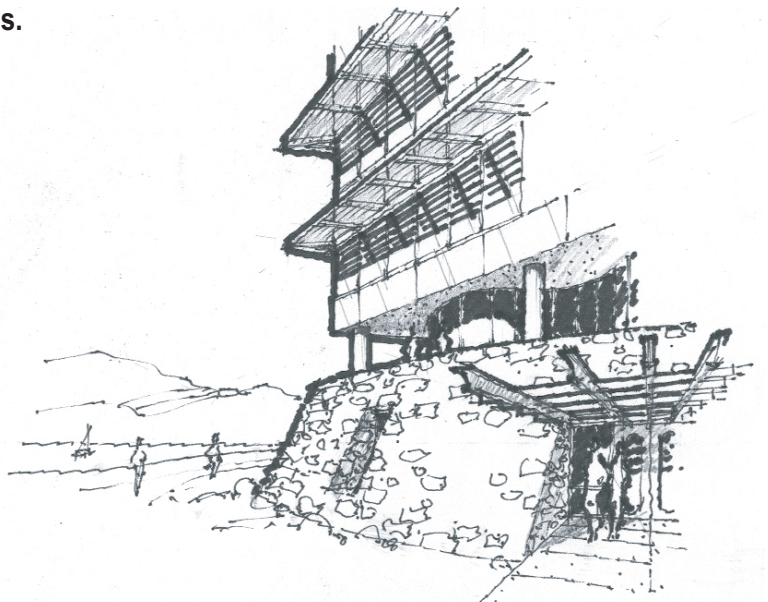
**Require primary ingress and egress from Rio Salado Parkway, Priest Drive, or Hardy Drive. Discourage auto traffic into the adjacent neighborhood.**

#### Guideline

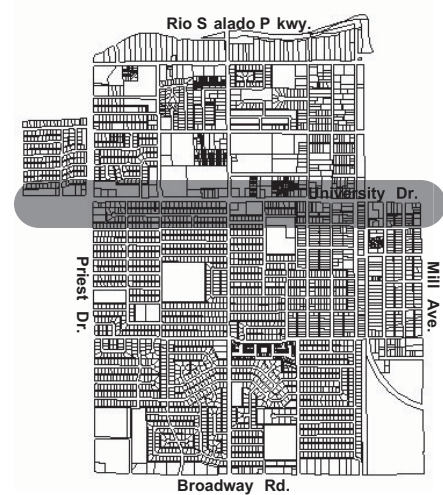
**Encourage view corridors from the neighborhood to the lake and mountains. Avoid developing a dense wall of structure.**

#### Guideline

**Develop this area as a transition zone, protecting the residential neighborhood from the noise and traffic of seasonal events, business, and recreational uses.**



# NEIGHBORHOOD COMMERCIAL AREA



## EXISTING CONDITIONS

### STREETSCAPE

Wide streets with no median  
Difficult + unsafe crossings  
occur midblock  
Dangerous left-hand turn lane  
Fast-moving traffic  
No on-street parking  
Pockets of small pedestrian-friendly areas

### BUILDINGS

Commercial business district  
Commercial strip development  
Auto-oriented businesses  
Neighborhood-oriented businesses  
Businesses serve:  
Neighborhoods  
Downtown Tempe  
ASU  
Industrial business areas

### SITE PATTERNS

Diverse setbacks  
Mix of neighborhood, student and  
cut-through services  
Diverse and inconsistent rights-of-way  
Shallow properties

## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(f) Neighborhood Commercial Area

The neighborhood commercial area extends along University Drive. Geographically located in the middle of the Northwest Area, this district provides a central gathering place for all residents. The Multi-Modal Comprehensive Transportation Plan will contain a Pedestrian-Oriented Overlay District designation for this area, with specific criteria for future development. Recommendations for slowing the traffic on the street include narrowing the width, providing additional crossing signals, and adding on-street parking. Pedestrian amenities are desired, including wide sidewalks, shaded pedestrian areas, and convenient and comfortable transit stops.

#### Guideline

**Encourage "urban village" infill projects that contain a variety of uses, where people can live, work, shop, learn, and play within a relatively short walking distance.**

#### Guideline

**Develop the site to encourage the use of arterial streets for trucks delivering goods to business establishments. Use signage to deter additional traffic from nearby neighborhood streets.**

#### Issue

The Northwest Area is in need of a grocery store, drug store, and other businesses that serve the local residents.

#### Strategy

Work with the City staff and interested developers to entice a retailer to open the first "urban" grocery store in the state.

#### Guideline

**Develop parking strategies that will support a two-story grocery in the area.**

#### Guideline

**Provide incentives that will support the development of an urban grocery store.**

#### Issue

Traffic along the major arterials discourages pedestrians and bicyclists from navigating the commercial areas in Northwest Tempe.

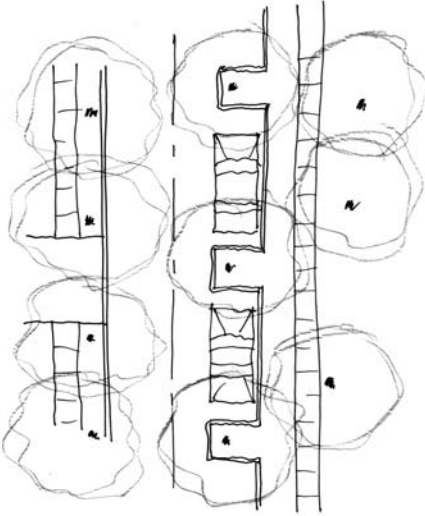


*Urban grocery store.*



## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(f) Neighborhood Commercial Area [cont.]



*Parallel on-street parking with tree grates.  
Trees shade sidewalk and street.*

#### **Strategy**

Employ methods of traffic calming as set forth in the Multi-Modal Comprehensive Transportation Plan.

#### **Guideline**

**Allow parking on the street in areas where commercial development is desirable.**

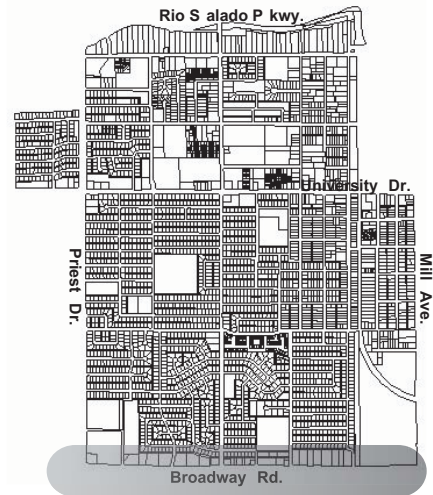
#### **Guideline**

**Narrow the street at corners for ease of crossing.**

#### **Guideline**

**Provide additional crossing signals and time signals to provide for safe crossing by pedestrians.**

# BROADWAY AREA



## EXISTING CONDITIONS

### STREETSCAPE

Wide streets without medians  
Large building setbacks  
Numerous curb cuts  
Dangerous left-hand turn lanes  
Difficult pedestrian access  
Numerous auto-oriented businesses  
Inadequate light levels for pedestrian safety

### BUILDINGS

Commercial business areas  
Commercial strip shopping centers  
Drive-thru restaurants, banks,  
liquor stores  
Types of businesses that serve:  
Neighborhoods  
Tempe High School  
Industrial Areas

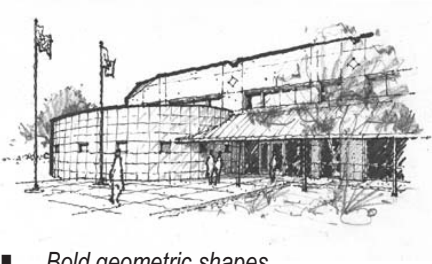
### SITE PATTERNS

Commercial / Multi-family [north side]  
Industrial / Retail [south side]

## Element 8 CHARACTER-AREA INFILL GUIDELINES

### 8(g) Broadway Area

This street carries heavy commuter traffic mornings and evenings, and is a local link to the I-17 freeway. The street separates two uses: industrial on the south, and commercial/residential on the north. Pedestrian and bicycle travel is perilous. Tempe High School anchors the corner of Broadway and Mill, generating auto and pedestrian traffic for school and sports events. Businesses serve adjacent industrial area.



- *Bold geometric shapes*
- *Oriented to street*
- *Parking at rear of site*

#### Guideline

**Refer to the Comprehensive Multi-Modal Transportation Plan for anticipated changes in the character of the street over time. Crossings will be enhanced, traffic will be slowed, and safety will be increased.**

#### Guideline

**Encourage infill with mixed-use projects that provide services to residents and students in the neighborhoods, as well as employees in the industrial area.**

#### Guideline

**Support flexibility in new development where industrial uses border the street.**

#### Guideline

**Develop ingress and egress for commercial properties that makes use of Broadway, avoiding cut-through traffic in adjacent residential zones.**

